

AD-A035 299 FEDERAL AVIATION ADMINISTRATION WASHINGTON D C OFFICE--ETC F/G 1/3
CHARTBOOK ON GENERAL AVIATION: AIRCRAFT, OWNER AND UTILIZATION --ETC(U)
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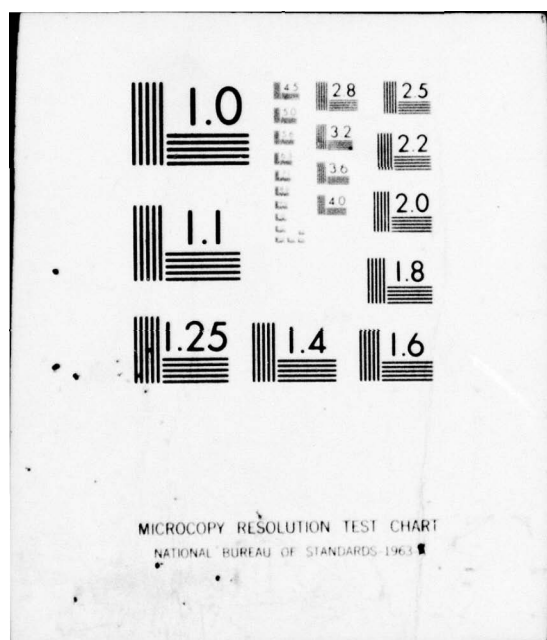
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CHARTBOOK ON GENERAL AVIATION:



AIRCRAFT, OWNER & UTILIZATION CHARACTERISTICS

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Office of Aviation Policy
Washington, D.C. 20591

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| 16. Abstract The Chartbook presents the essential summary information describing general aviation (GA) aircraft, owners and utilization characteristics derived from an analysis of 1974 data obtained from a scientifically selected sample of GA aircraft owners. | | | | | |
| <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p>DDC RECEIVED FEB 8 1977 D</p> </div> <div style="border: 1px solid black; padding: 5px;"> <p>EXEMPTION for</p> <p>NTIS <input checked="" type="checkbox"/> White Section</p> <p>AD <input type="checkbox"/> Buff Section</p> <p>UNANNOUNCED <input type="checkbox"/></p> <p>IDENTIFICATION</p> <p>BY</p> <p>EXEMPTION/AVAILABILITY CODES</p> <p>MAIL, REG, OR SPECIAL</p> <p style="font-size: 2em;">A</p> </div> </div> | | | | | |
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INTRODUCTION

During 1975, the Bureau of the Census conducted an extensive general aviation (GA) survey on behalf of the Federal Aviation Administration (FAA). Sixty data items (see Appendix) were collected from a scientifically selected sample of 9,860 owners of GA aircraft for calendar year 1974. These data were subjected to exhaustive statistical analysis by the FAA. The resulting study is the most comprehensive to date with respect to informational coverage. As such, it represents a data bank of great importance to aviation planners.

The results of the general aviation survey and analyses are presented in detail in the FAA staff study, "General Aviation: Aircraft, Owner and Utilization Characteristics," and are summarized in three sections in this chartbook. Section One describes the GA fleet, Section Two examines GA flying, and Section Three covers GA owners and uses. A brief introduction and a summary of the charts precedes each section.

The 31 charts in this chartbook convey the essential summary information derived from the study. More detailed information on the survey results and the analyses can be obtained by contacting:

Federal Aviation Administration
Aviation Forecast Branch, AVP-120
800 Independence Avenue, SW.
Washington, D.C. 20591

SECTION ONE

THE GENERAL AVIATION FLEET

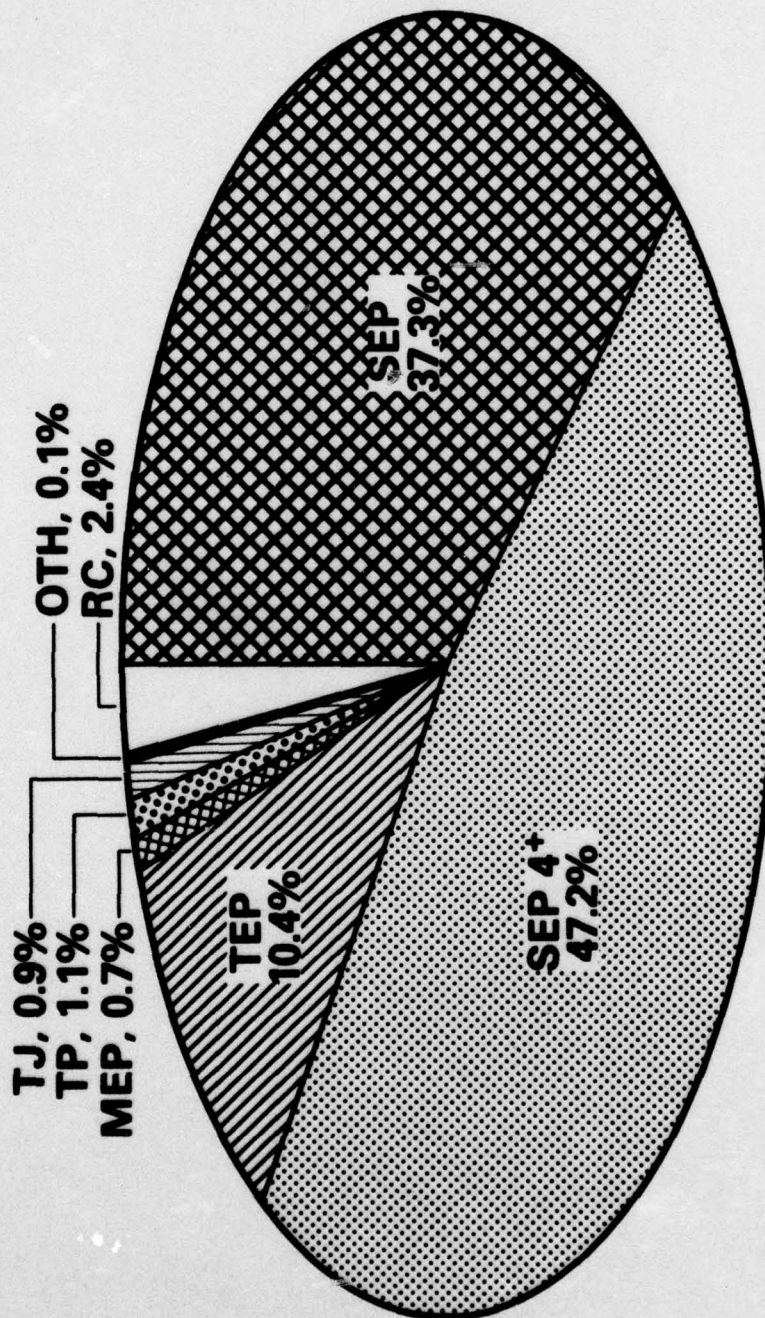
The general aviation fleet is characterized by its: size, distribution by aircraft type, average speed, age distribution, avionics, and FAA regional distribution. These characteristics of the GA fleet are presented in this section by the following charts:

CHARTS

TITLES

| | |
|-----------|--|
| 1-1 | Percent Distribution of Aircraft by Type of Aircraft |
| 1-2 | FAA Regional Boundaries |
| 1-3 | Size of Regions According to Percent of Fleet in Regions |
| 1-4 & 1-5 | Percent Distribution of Aircraft by Year of Manufacture |
| 1-6 | Percent of GA Fleet Equipped with Avionics |
| 1-7 | Percent of Aircraft Equipped with Avionics: VHF, ILS, ADF, and VOR |
| 1-8 | Percentage of Aircraft Equipped with Avionics: DME, Radar, RNAV, and Other |
| 1-9 | Median Cruising Speed by Type of Aircraft |

CHART 1-1 PERCENT DISTRIBUTION OF AIRCRAFT BY TYPE OF AIRCRAFT



172,496
TOTAL AIRCRAFT

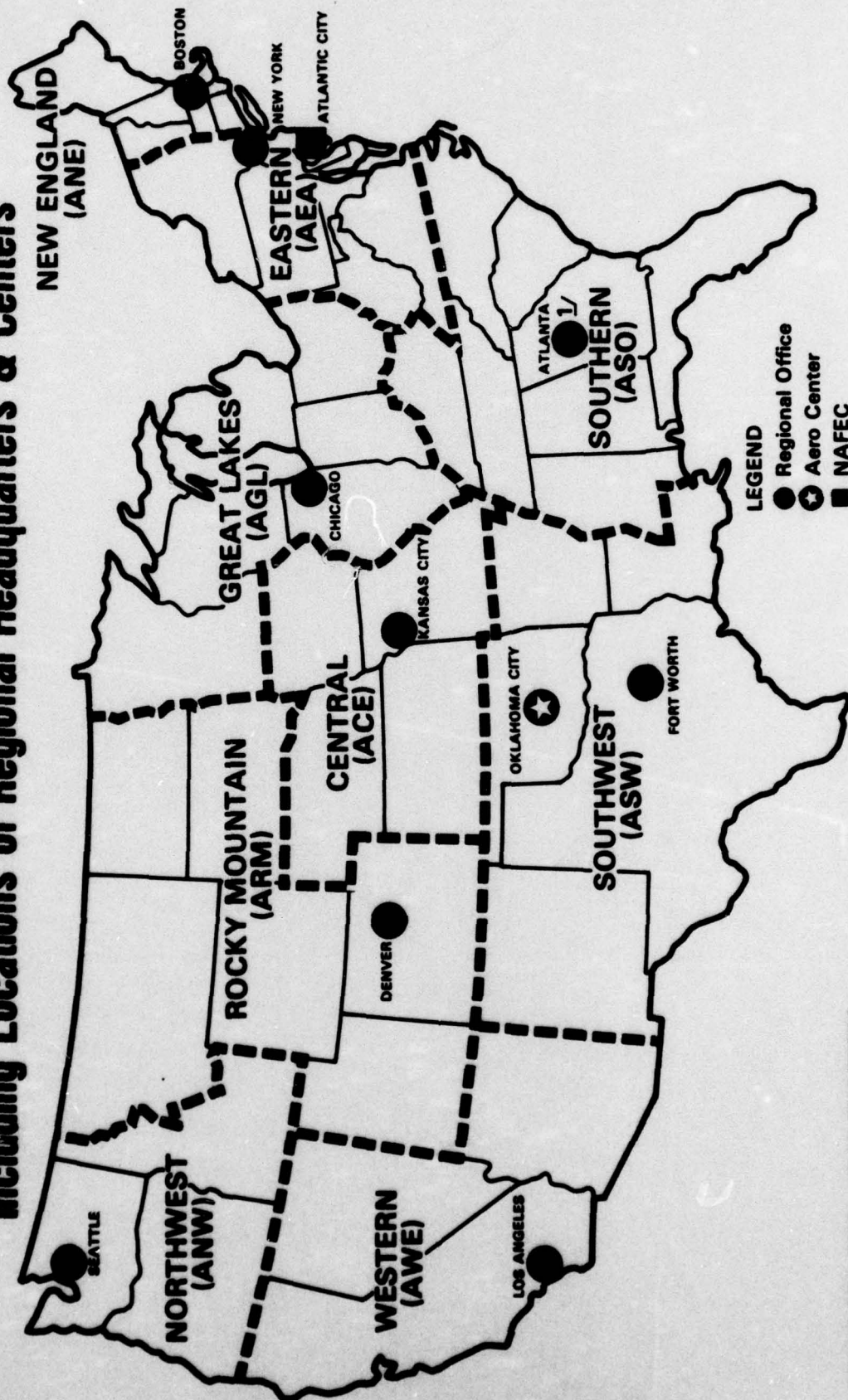
LEGEND:

- | | |
|--|-----------------|
| SEP - SINGLE - ENGINE PISTON (1-3 SEATS) | TP - TURBOPROP |
| SEP 4+ - SINGLE-ENGINE PISTON (4 OR MORE SEATS) | TJ - TURBOJET |
| TEP - TWIN-ENGINE PISTON (UNDER 12,500 LBS.) | RC - ROTORCRAFT |
| MEP - TWIN-OR MULTI-ENGINE PISTON (12,500 LBS. AND OVER) | OTH - OTHER |

CHART 1-2

FAA REGIONAL BOUNDARIES

Including Locations of Regional Headquarters & Centers



LEGEND

- Regional Office
- Aero Center
- NAFEC

Regional Boundary

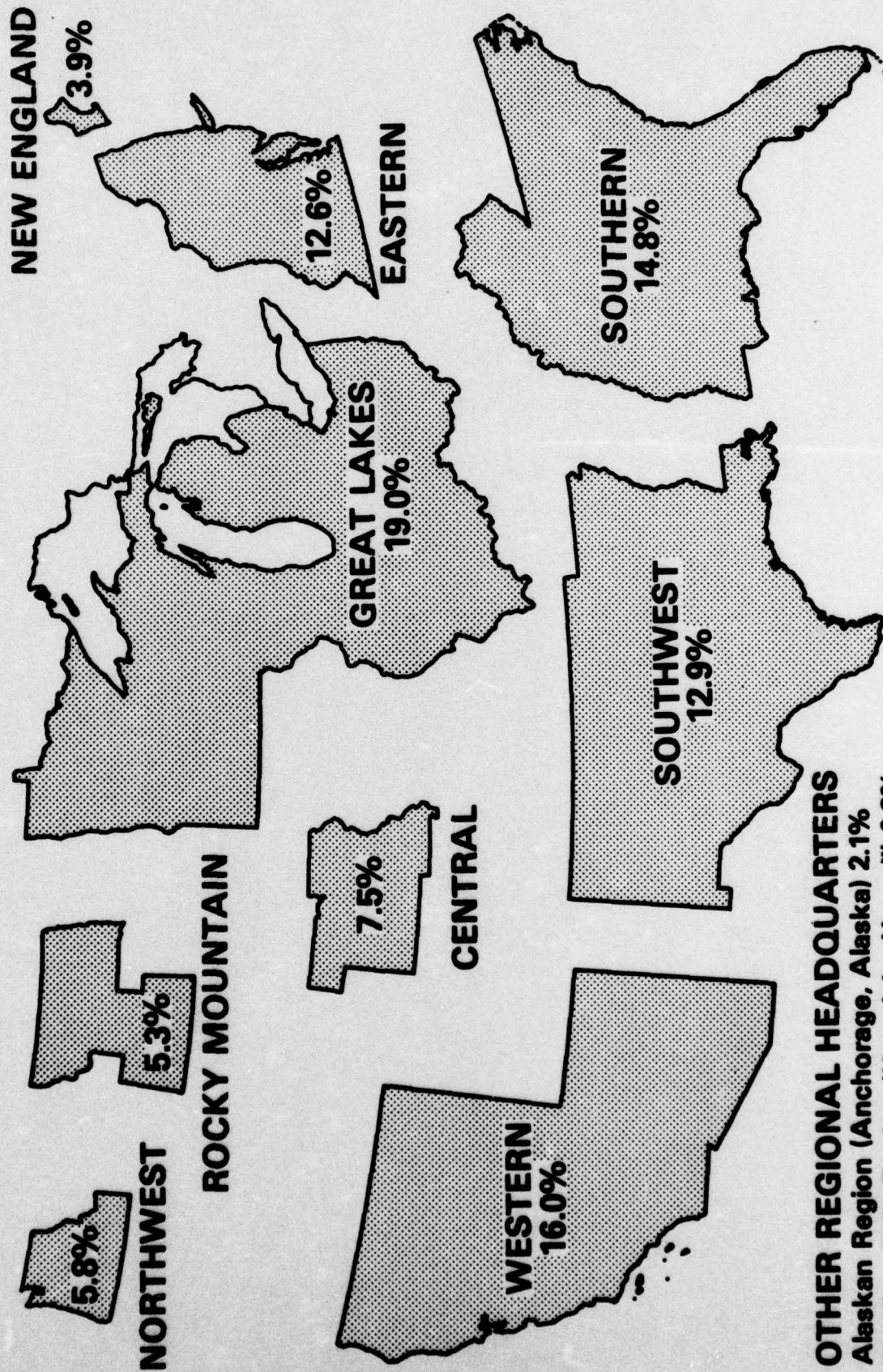
1/ASO includes Puerto Rico, Canal Zone, Virgin Is. & Swan Is.

OTHER REGIONAL HEADQUARTERS

Alaskan Region AAL (Anchorage, Alaska)
 Pacific - Asia Region APC (Honolulu, Hawaii)
 Europe, Africa & Middle East Region AEU (Brussels, Belgium)

CHART 1-3

SIZE OF REGIONS ACCORDING TO PERCENT OF FLEET IN REGIONS



OTHER REGIONAL HEADQUARTERS

Alaskan Region (Anchorage, Alaska) 2.1%

Pacific - Asia Region (Honolulu, Hawaii) 0.2%

CHART 1-4

PERCENT DISTRIBUTION OF AIRCRAFT BY YEAR OF MANUFACTURE

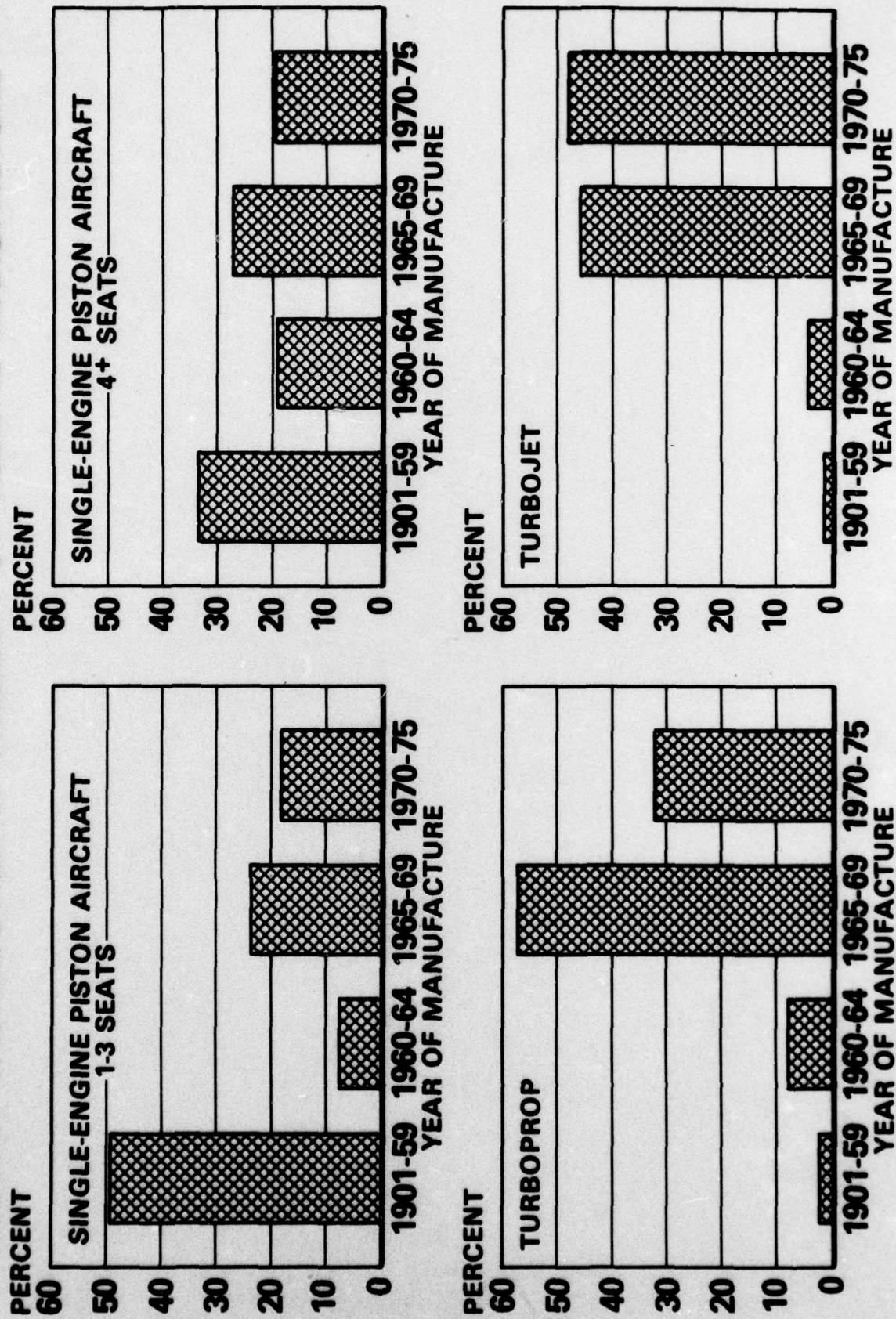


CHART 1-5

PERCENT DISTRIBUTION OF AIRCRAFT BY YEAR OF MANUFACTURE

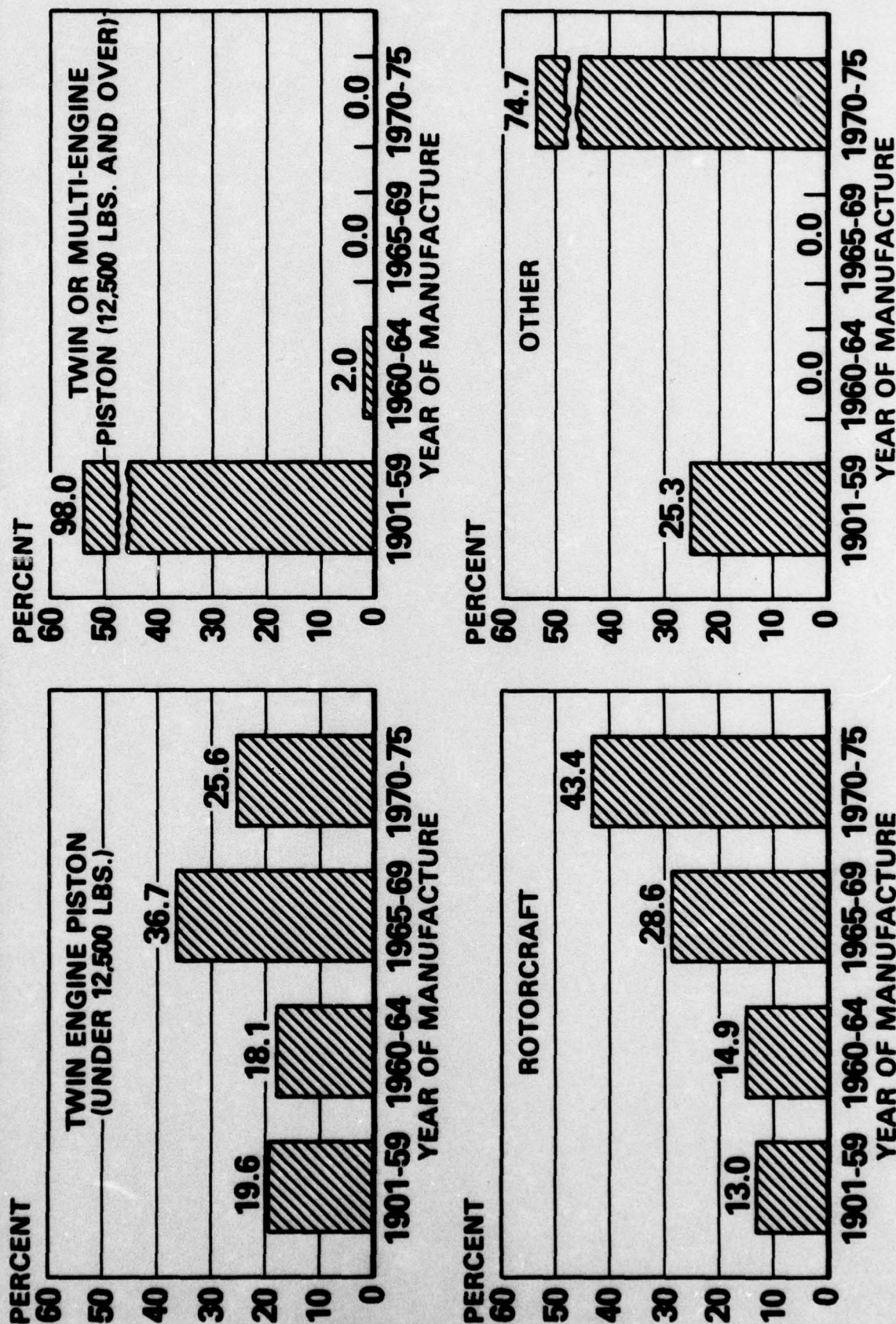


CHART 1-6
PERCENTAGE OF
GA FLEET EQUIPPED
WITH AVIONICS

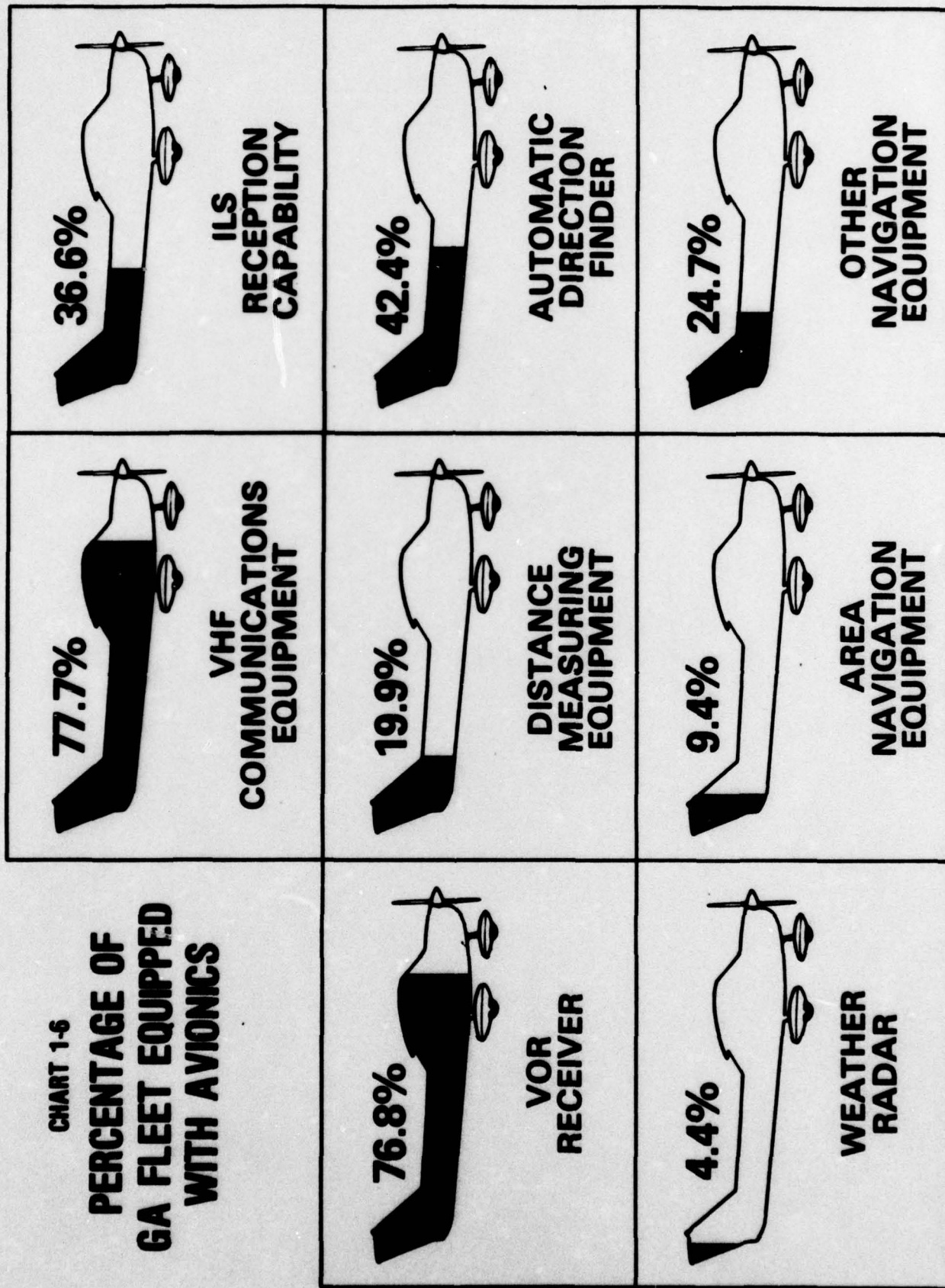


CHART 1-7

PERCENTAGE OF AIRCRAFT EQUIPPED WITH AVIONICS: VHF, ILS, ADF AND VOR

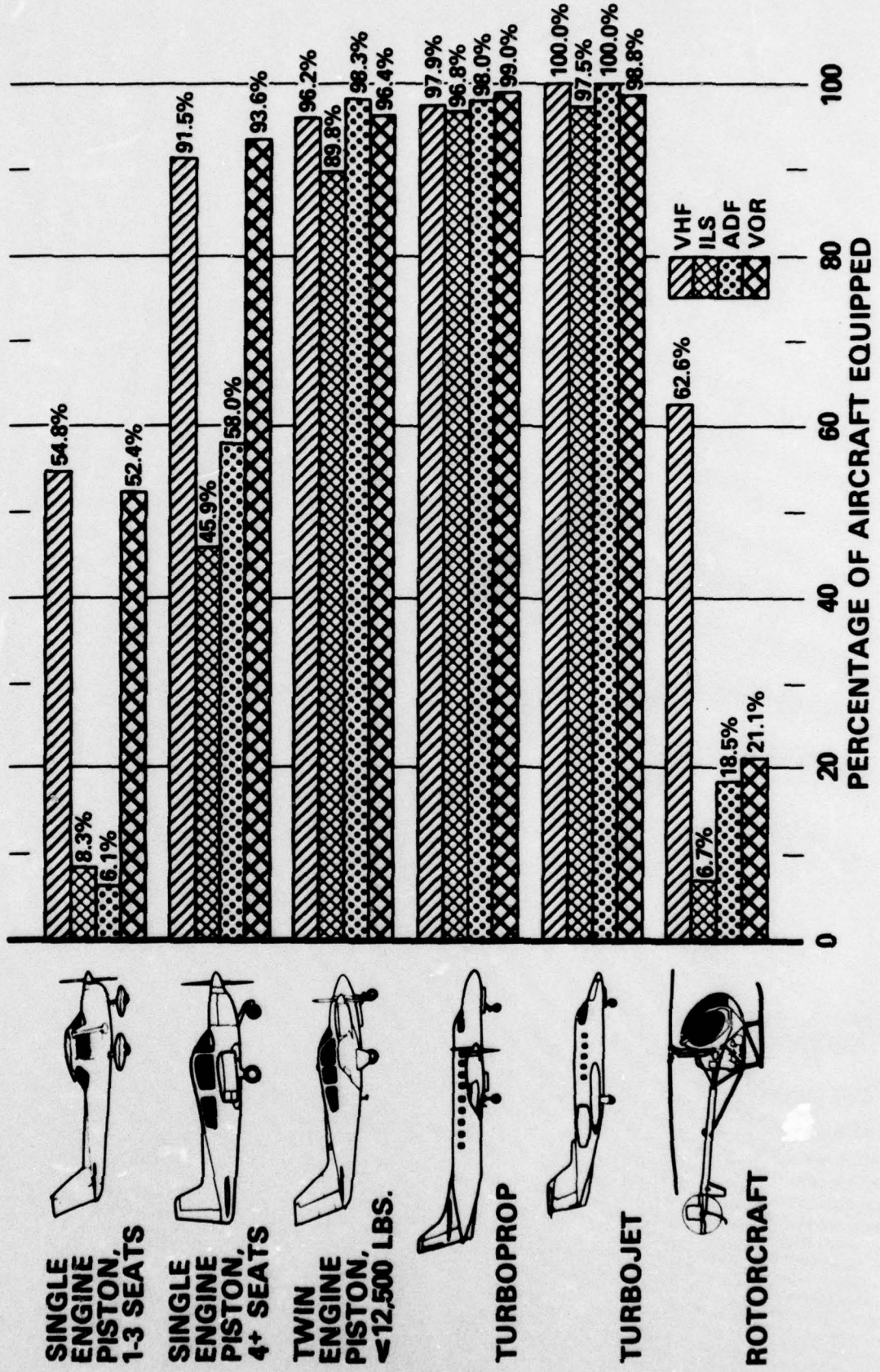


CHART 1-8
**PERCENTAGE OF AIRCRAFT EQUIPPED WITH
 AVIONICS: DME, RADAR, RNAV AND OTHER**

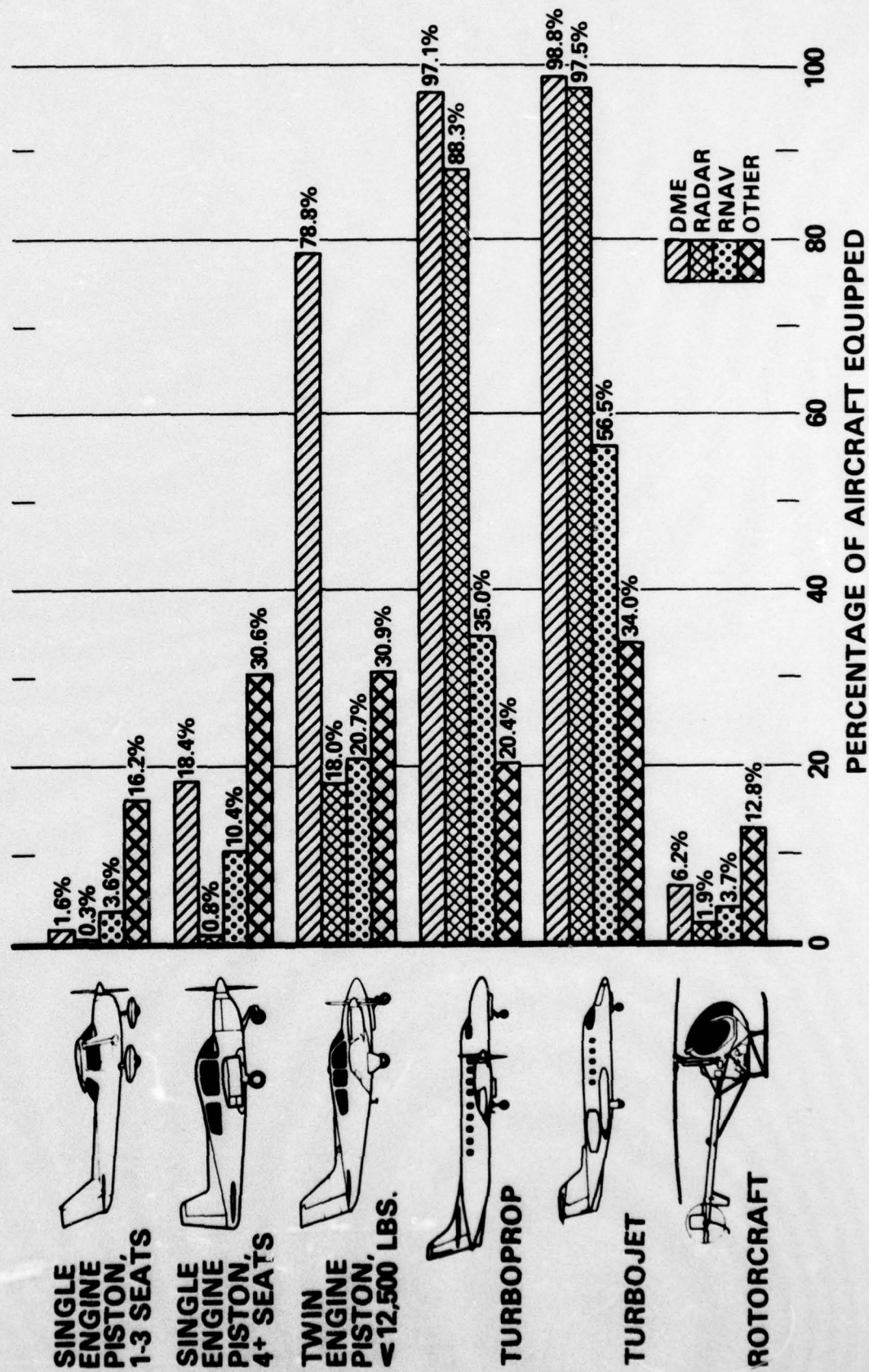
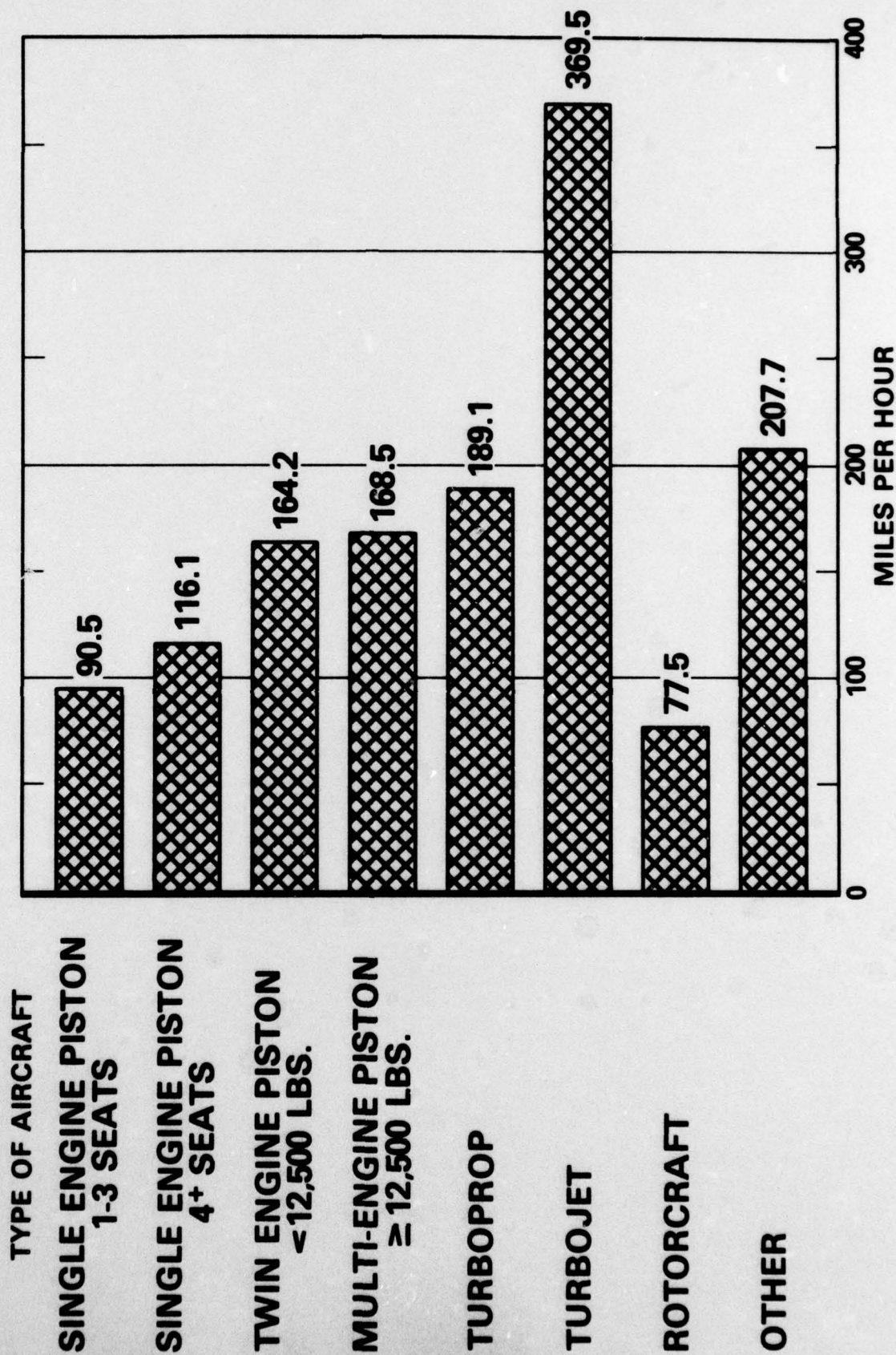


CHART 1-9

MEDIAN CRUISING SPEED BY TYPE OF AIRCRAFT



SECTION TWO
GENERAL AVIATION FLYING

The volume of flying by general aviation aircraft far surpasses that of the air carriers and the military. GA aircraft operations (landings and take-offs) have comprised the majority of total National Aviation System (NAS) operations for many years. For example, at airports with FAA traffic control service, GA operations accounted for 73.3 percent of all itinerant operations and 93.9 percent of all local operations in FY 1976. These 50.5 million GA operations are expected to grow to 63.9 million by FY 1980, and 82.6 million by FY 1985. An understanding of the type of operational flying and the intensity of use of GA aircraft is necessary so that the industry and the FAA can plan intelligently for the future. These characteristics of GA activities are presented in this section by the following charts:

CHARTS

TITLES

| | |
|-----|---|
| 2-1 | Median Number of Hours Flown in 1974 by Type of Aircraft |
| 2-2 | Median Number of Hours Flown in 1974 by Type of Aircraft: Local/Itinerant and IFR/VFR |
| 2-3 | Median Number of Hours Flown in 1974 by FAA Regions |
| 2-4 | Median Number of Hours Ever Flown by Type of Aircraft |
| 2-5 | Median Number and Distance of Cross Country Trips by Aircraft |

CHART 2-1

MEDIAN NUMBER OF HOURS FLOWN IN 1974 BY TYPE OF AIRCRAFT

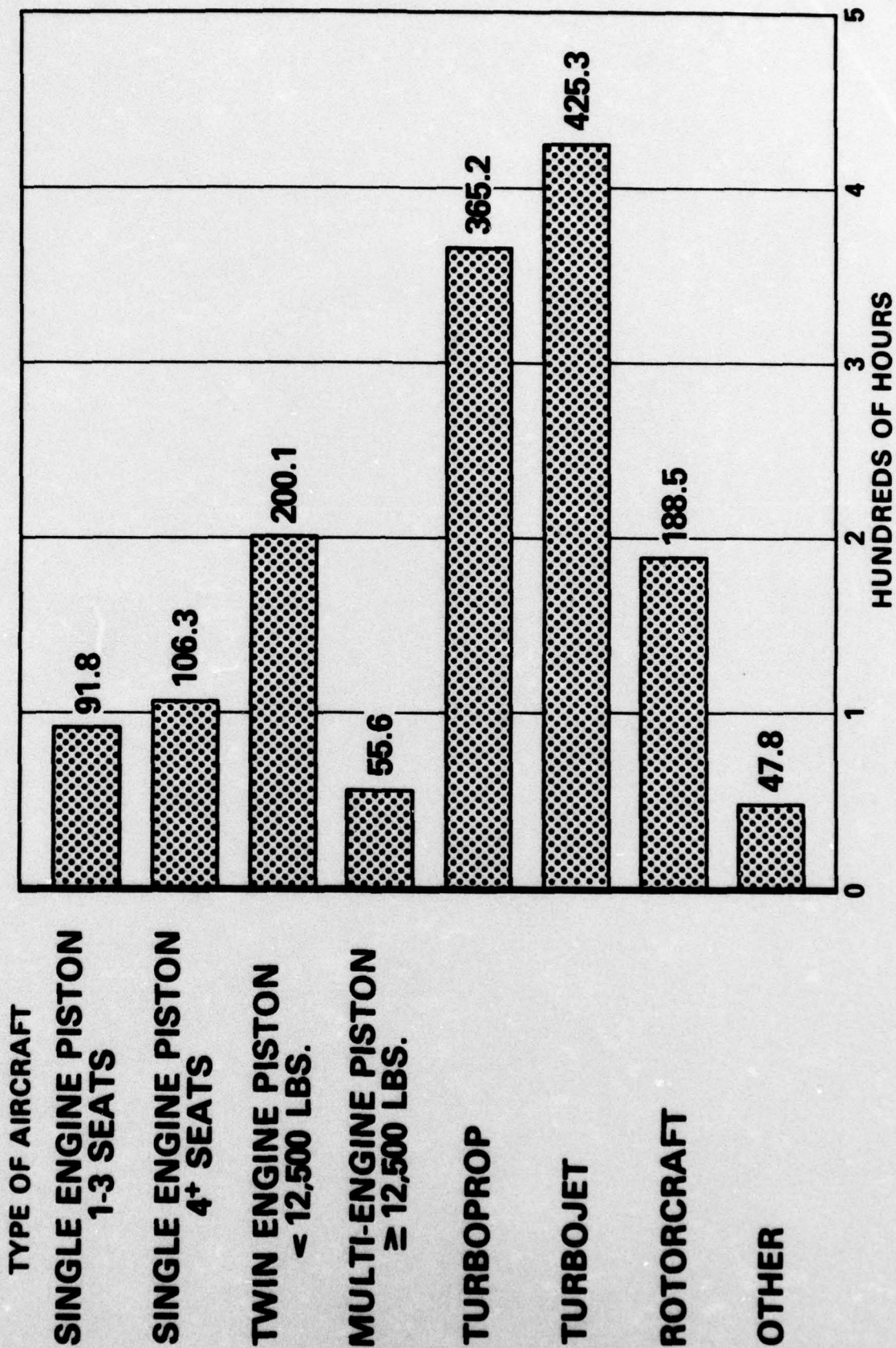


CHART 2-2 **MEDIAN NUMBER OF HOURS FLOWN IN 1974 BY TYPE OF AIRCRAFT**

TYPE OF AIRCRAFT

**SINGLE ENGINE PISTON
1-3 SEATS**

**SINGLE ENGINE PISTON
4+ SEATS**

**TWIN ENGINE PISTON
<12,500 LBS.**

**MULTI-ENGINE
≥12,500 LBS.**

TURBOPROP

TURBOJET

ROTORCRAFT

OTHER

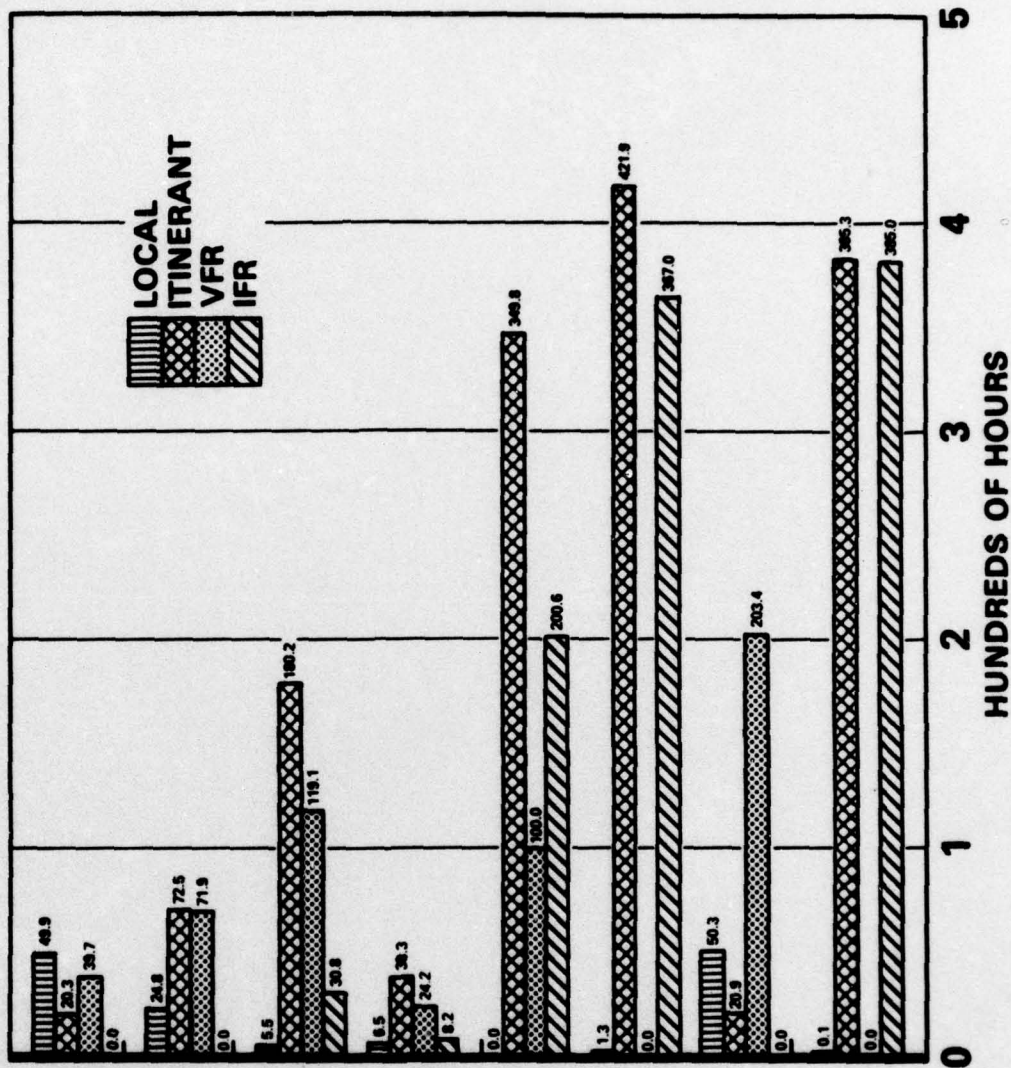


CHART 2-3
MEDIAN NUMBER OF HOURS FLOWN IN 1974 BY FAA REGIONS

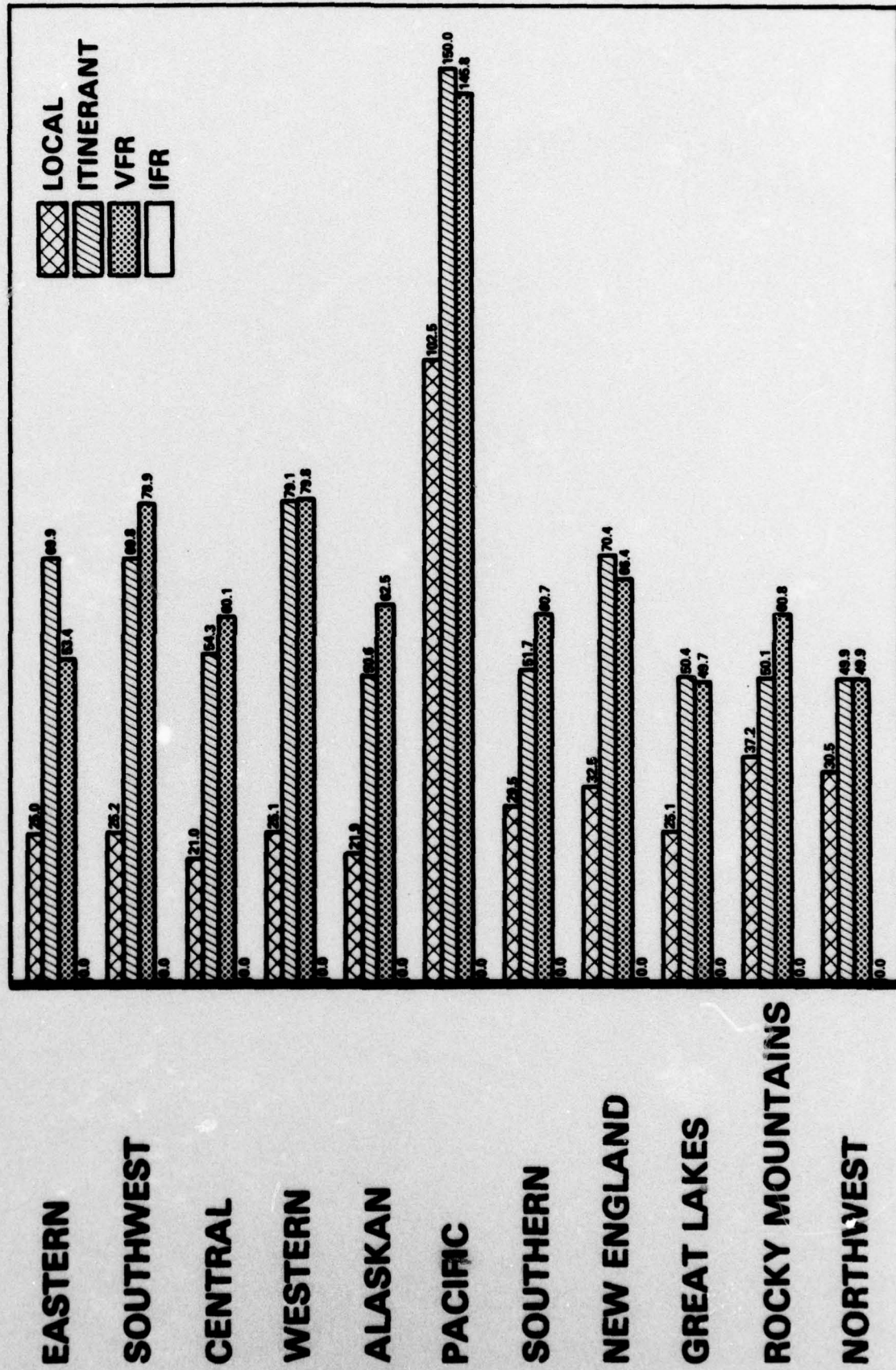


CHART 2-4

MEDIAN NUMBER OF HOURS EVER FLOWN BY TYPE OF AIRCRAFT

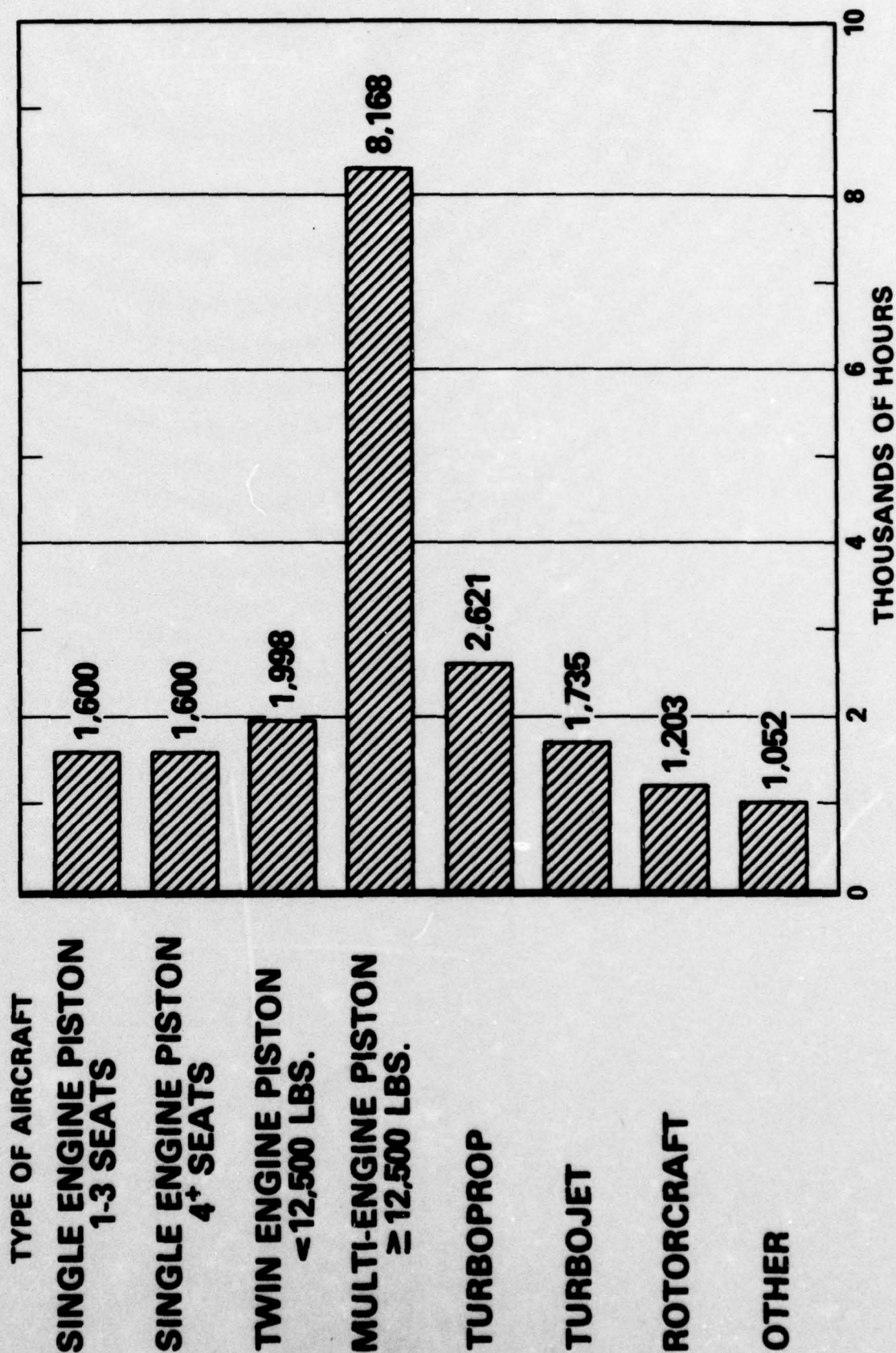
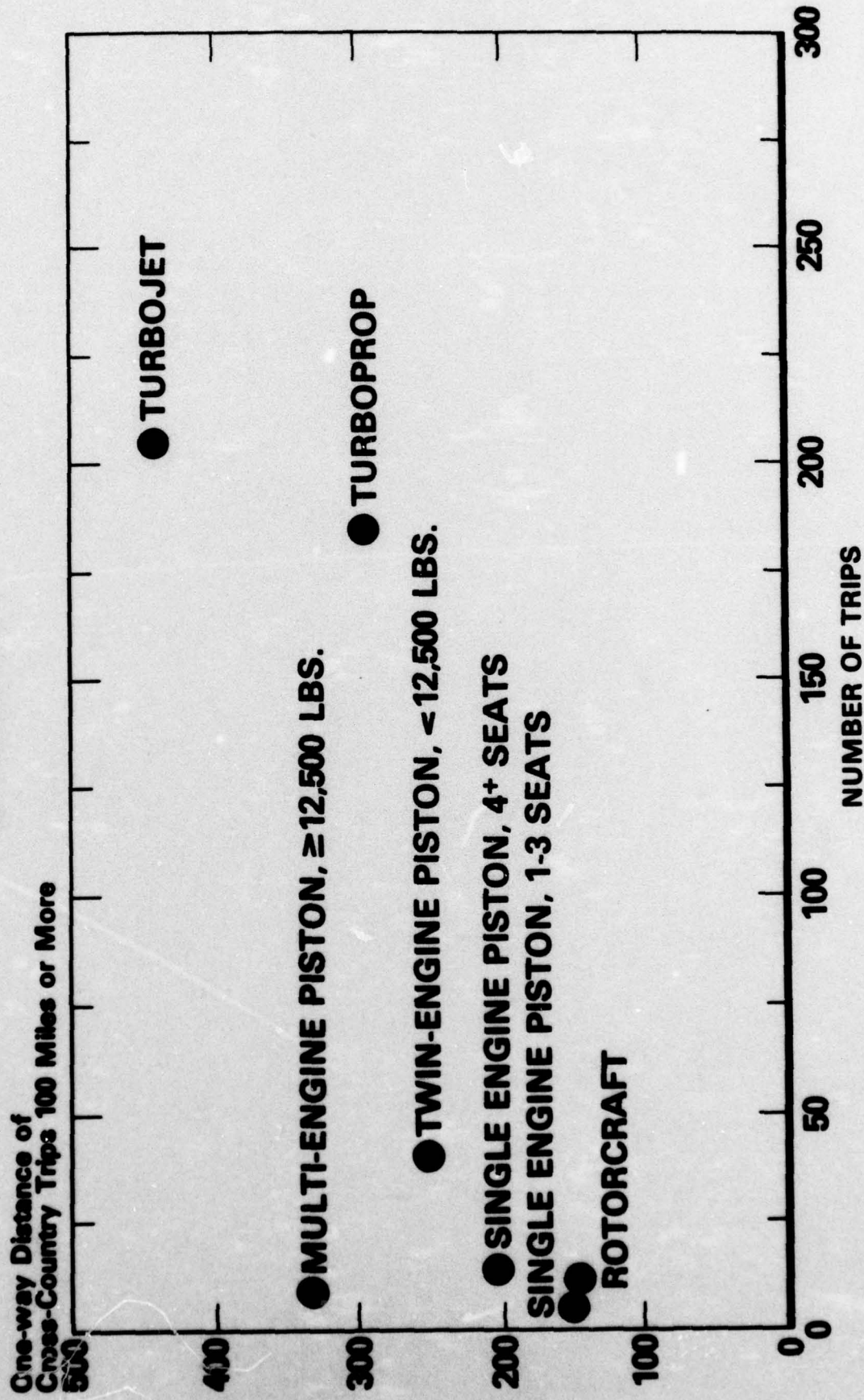


CHART 2-5
**MEDIAN NUMBER AND DISTANCE OF CROSS COUNTRY TRIPS
 BY AIRCRAFT**



SECTION THREE

THE GENERAL AVIATION OWNERS AND USES

Seventeen of the 31 charts are provided in this section. This emphasis is due to the fact that the ownership of GA aircraft is highly heterogeneous by any measure. Also, many of the fleet and flying activity data are correlated with ownership and type of use data to provide a more comprehensive analysis of the survey data. The characteristics of GA owners and type of use data are presented in this section by the following charts:

CHARTS

TITLES

| | |
|-----------|--|
| 3-1 | Percent Distribution of Aircraft by Type of Aircraft and Type of Owner |
| 3-2 | Percent Distribution of Aircraft by Type of Owner/User |
| 3-3 & 3-4 | Percent Distribution of Aircraft by Type of Aircraft and Type of User |
| 3-5 | Percent Distribution of User Groups by Type of Owner |
| 3-6 | Percent Distribution of Aircraft Owned by Individuals Among Occupations |
| 3-7 | Percent Distribution of Aircraft Owned by Companies Among Industries |
| 3-8 | Median Family Income of Aircraft Owners by Type of Aircraft |
| 3-9 | Median Family Income of Aircraft Owners by Primary Use of Aircraft |

SECTION THREE (Continued)

| <u>CHARTS</u> | <u>TITLES</u> |
|---------------|--|
| 3-10 | Median Number of Hours Flown in 1974 by Type of Owner |
| 3-11 | Median Number of Hours Flown in 1974 by Primary Use of Aircraft |
| 3-12 | Median Number of Hours Flown in 1974 by Family Income Category |
| 3-13 | Median Number and Distance of Cross Country Trips by Primary Use |
| 3-14 & 3-15 | Percent Distribution of Aircraft by Primary Use and Year of Manufacture |
| 3-16 | Percent Distribution of Aircraft in Each User Group with Avionics: VHF, VOR, ADF, and ILS |
| 3-17 | Percent Distribution of Aircraft in Each User Group with Avionics: DME, Radar, RNAV, and Other |

CHART 3-1

PERCENT DISTRIBUTION OF AIRCRAFT BY TYPE OF AIRCRAFT AND TYPE OF OWNER

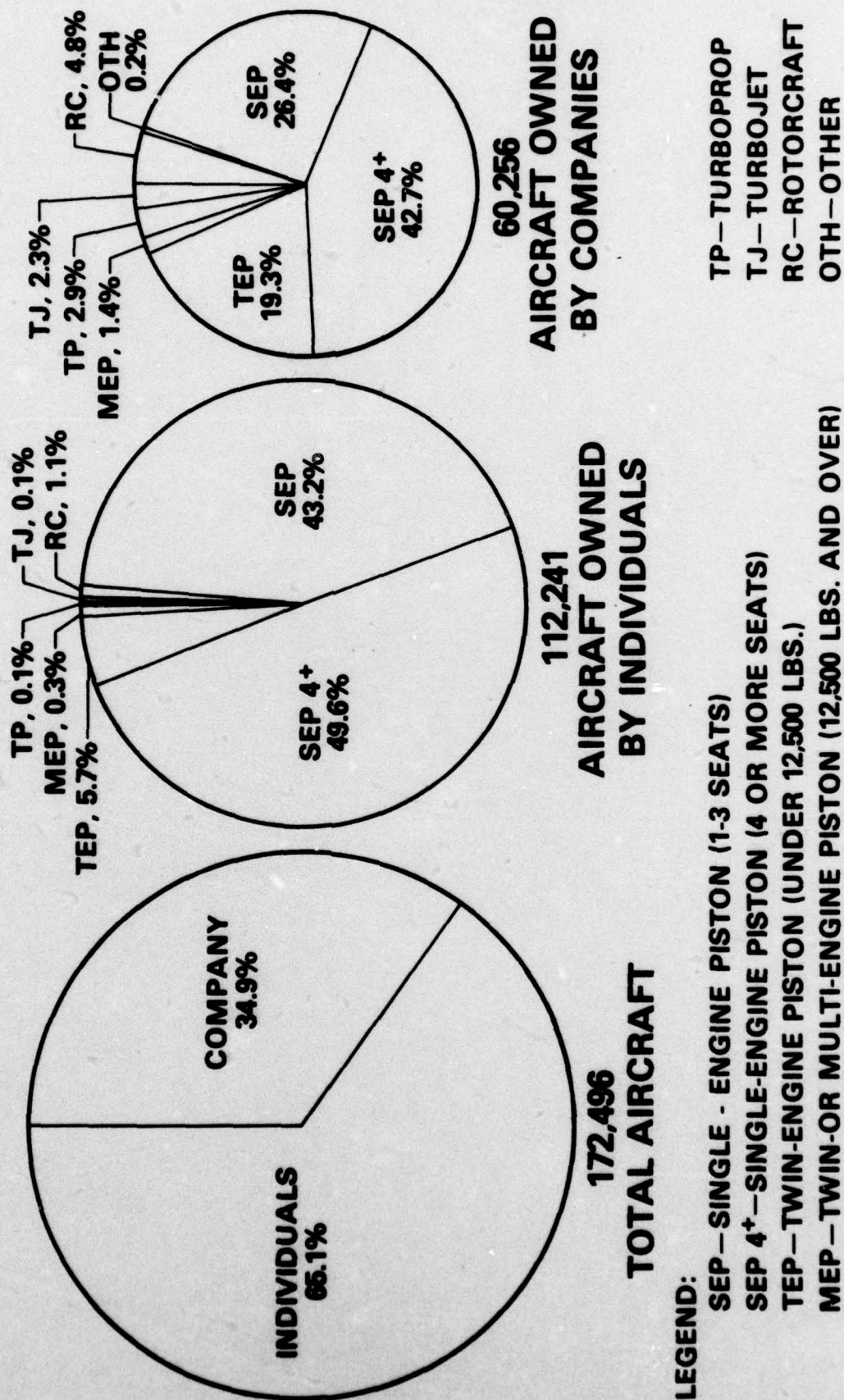
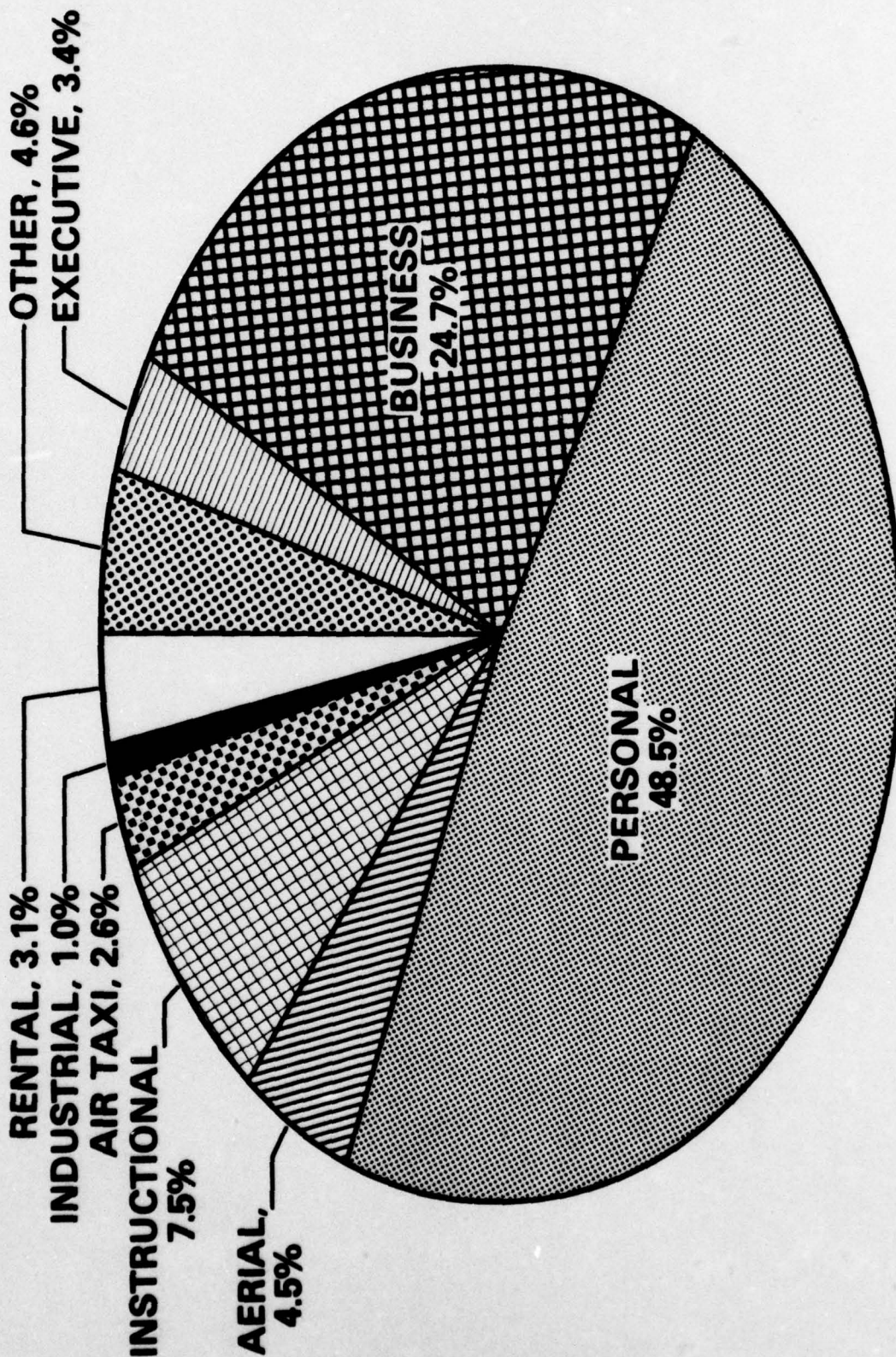


CHART 3-2

PERCENT DISTRIBUTION OF AIRCRAFT BY TYPE OF USER/OWNER

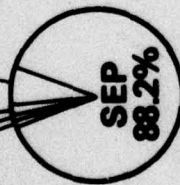


TOTAL USERS

CHART 3-3

PERCENT DISTRIBUTION OF AIRCRAFT BY TYPE OF AIRCRAFT AND TYPE OF USER

TEP, 1.0% — MEP, 2.3%
SEP 4+, 1.3% — RC, 7.1%

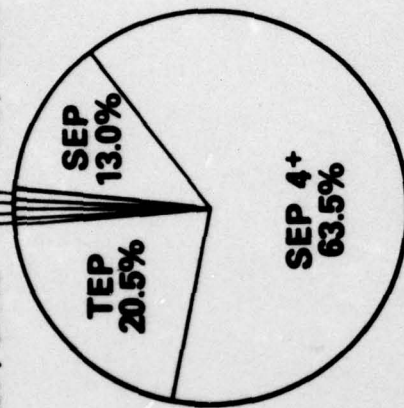


AERIAL APPLICATION 7,330 AIRCRAFT

RC, 5.7% — OTH, 0.7%
TJ, 17.5% — SEP 4+, 16.6%
TP, 16.7% — TEP, 37.1%
MEP, 3.4%

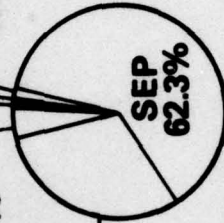
EXECUTIVE USE 5,591 AIRCRAFT

TP, 0.8% — TJ, 0.7%
MEP, 0.4% — RC, 0.9%



BUSINESS USE 40,519 AIRCRAFT

MEP, 0.5% — TP, 0.2%
TEP, 4.8% — RC, 2.0%



INSTRUCTIONAL USERS 12,262 AIRCRAFT

LEGEND:

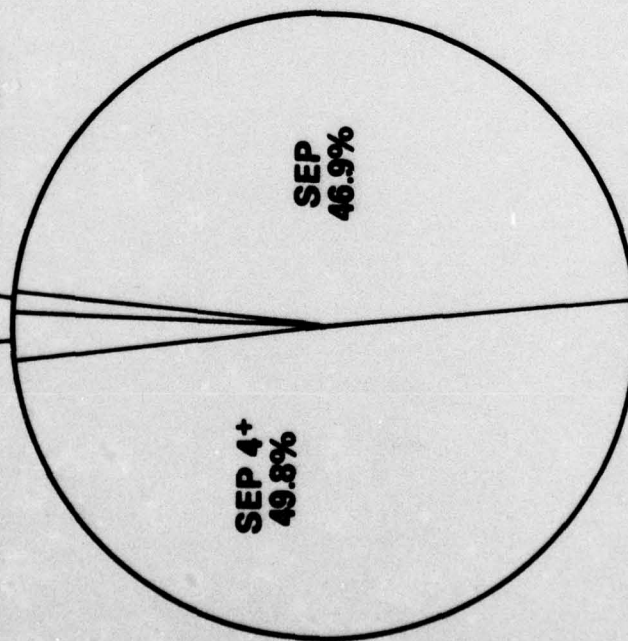
- SEP — SINGLE - ENGINE PISTON (1-3 SEATS)
- SEP 4+ — SINGLE-ENGINE PISTON (4 OR MORE SEATS)
- TEP — TWIN-ENGINE PISTON (UNDER 12,500 LBS.)
- MEP — TWIN-OR MULTI-ENGINE PISTON (12,500 LBS. AND OVER)

- TP — TURBOPROP
- TJ — TURBOJET
- RC — ROTORCRAFT
- OTH — OTHER

CHART 3-4

PERCENT DISTRIBUTION OF AIRCRAFT BY TYPE OF AIRCRAFT AND TYPE OF USER

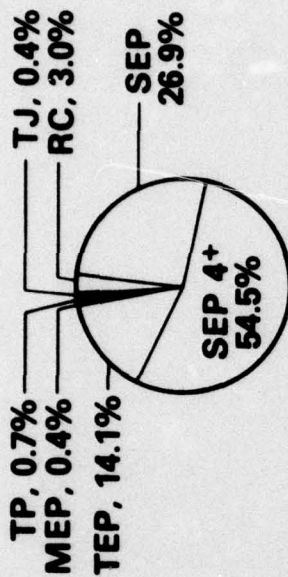
TEP, 2.4% ——— RC, 1.0%



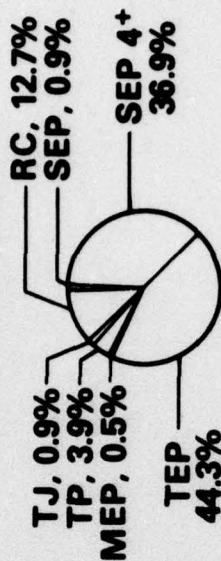
PERSONAL USERS
79,221 AIRCRAFT

LEGEND:

- SEP—SINGLE - ENGINE PISTON (1-3 SEATS)
- SEP 4+—SINGLE-ENGINE PISTON (4 OR MORE SEATS)
- TEP—TWIN-ENGINE PISTON (UNDER 12,500 LBS.)
- MEP—TWIN-OR MULTI-ENGINE PISTON (12,500 LBS. AND OVER)



RENTAL USERS
5,119 AIRCRAFT



AIR TAXI
4,281 AIRCRAFT



INDUSTRIAL/SPECIAL USERS
1,631 AIRCRAFT

- TP—TURBOPROP
- TJ—TURBOJET
- RC—ROTORCRAFT
- OTH—OTHER

CHART 3-5
PERCENT DISTRIBUTION OF
USER GROUPS BY
TYPE OF OWNER

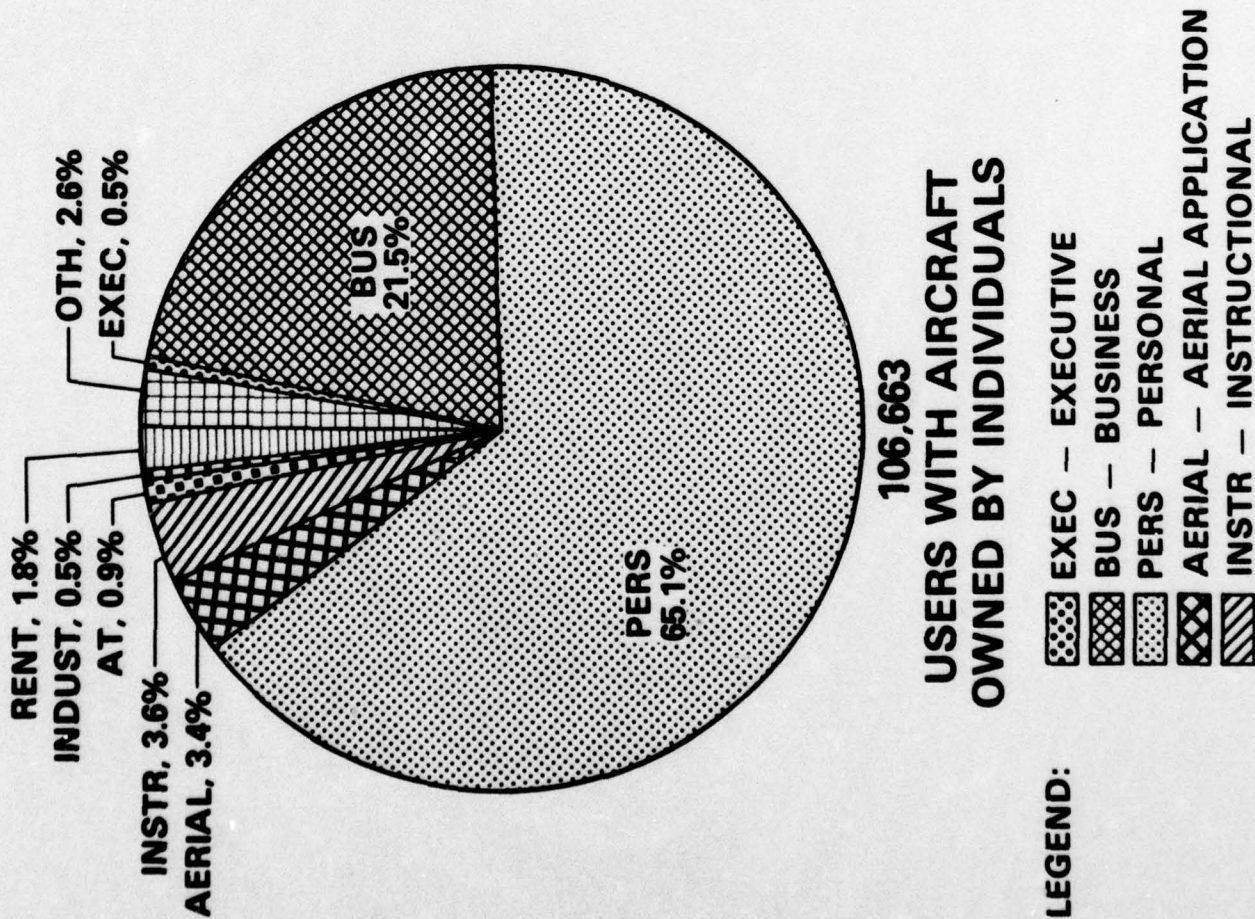


CHART 3-6

PERCENT DISTRIBUTION OF AIRCRAFT OWNED BY INDIVIDUALS AMONG OCCUPATIONS

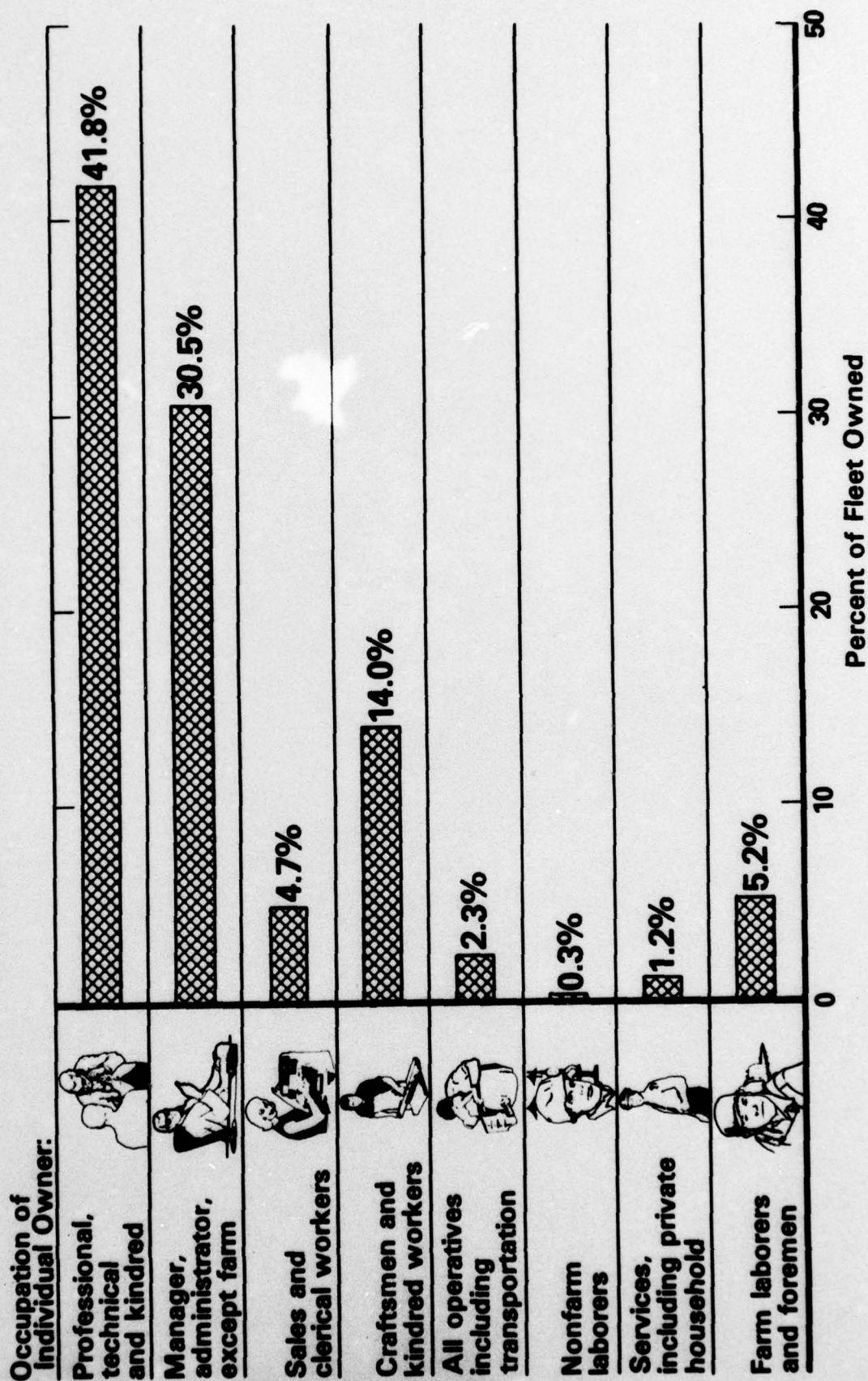


CHART 3-7

PERCENT DISTRIBUTION OF AIRCRAFT OWNED BY COMPANIES AMONG INDUSTRIES

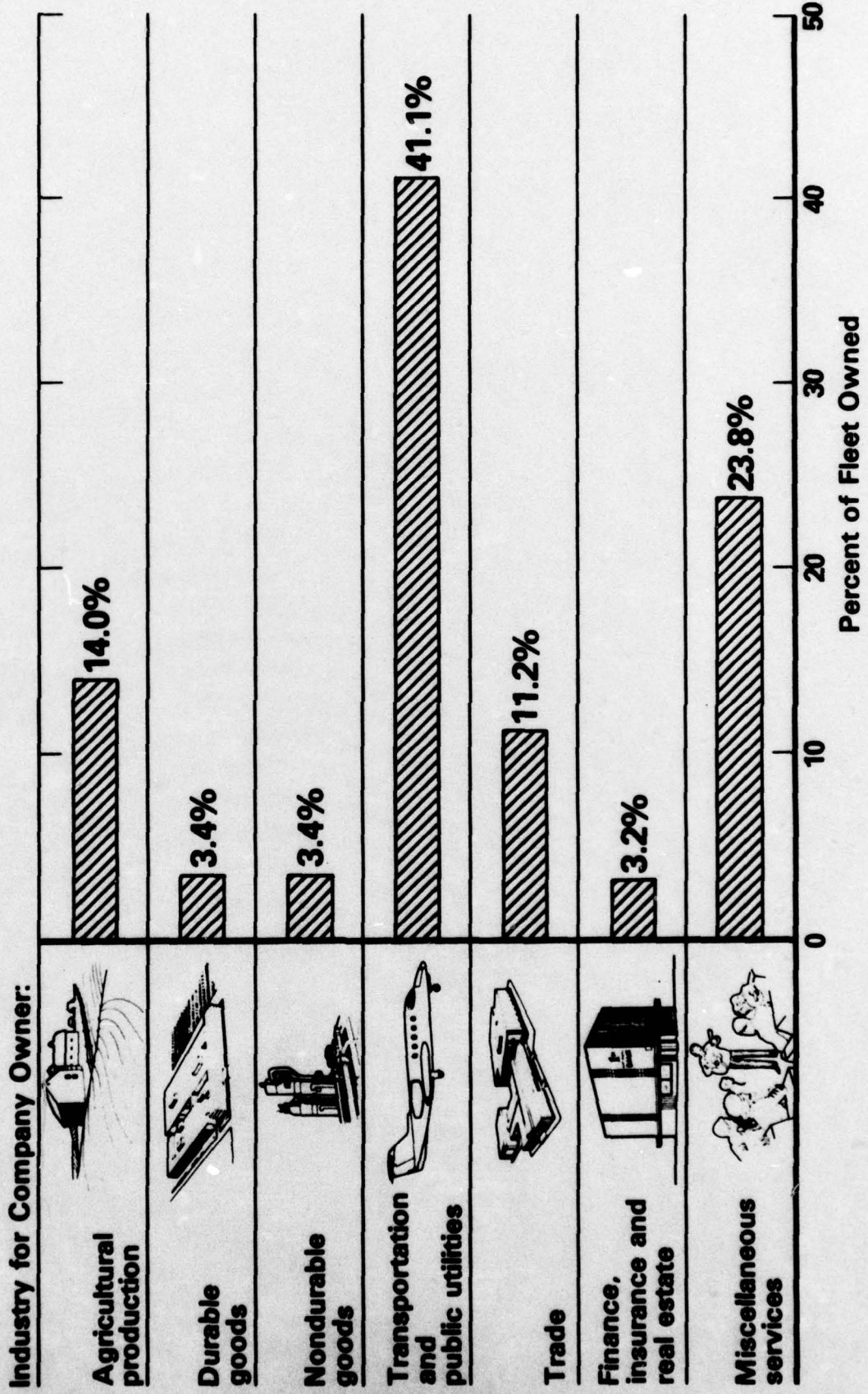


CHART 3-8
MEDIAN FAMILY INCOME OF
AIRCRAFT OWNERS BY TYPE OF AIRCRAFT
(DOLLARS)

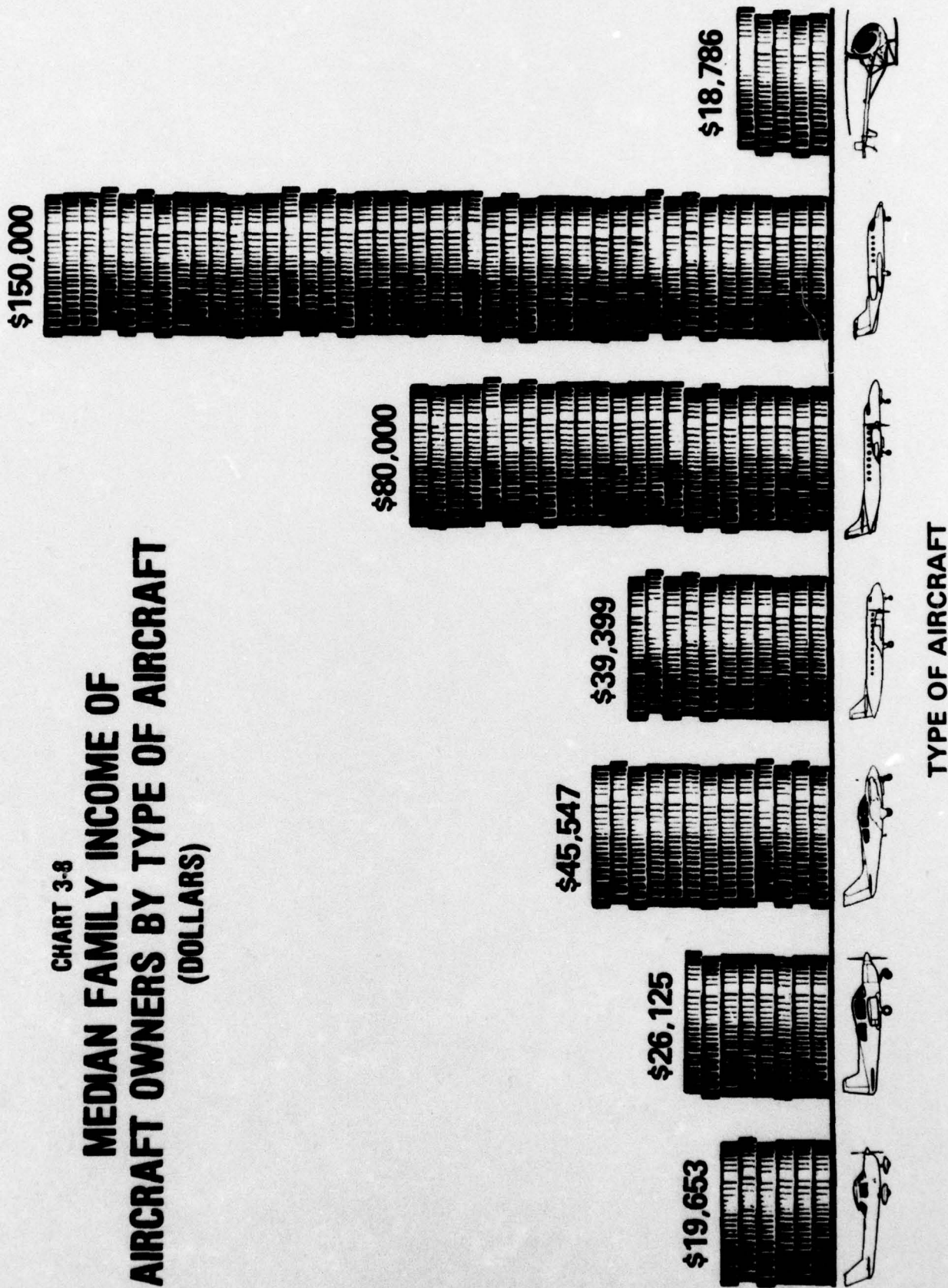


CHART 3-9

MEDIAN FAMILY INCOME OF AIRCRAFT OWNERS BY PRIMARY USE OF AIRCRAFT

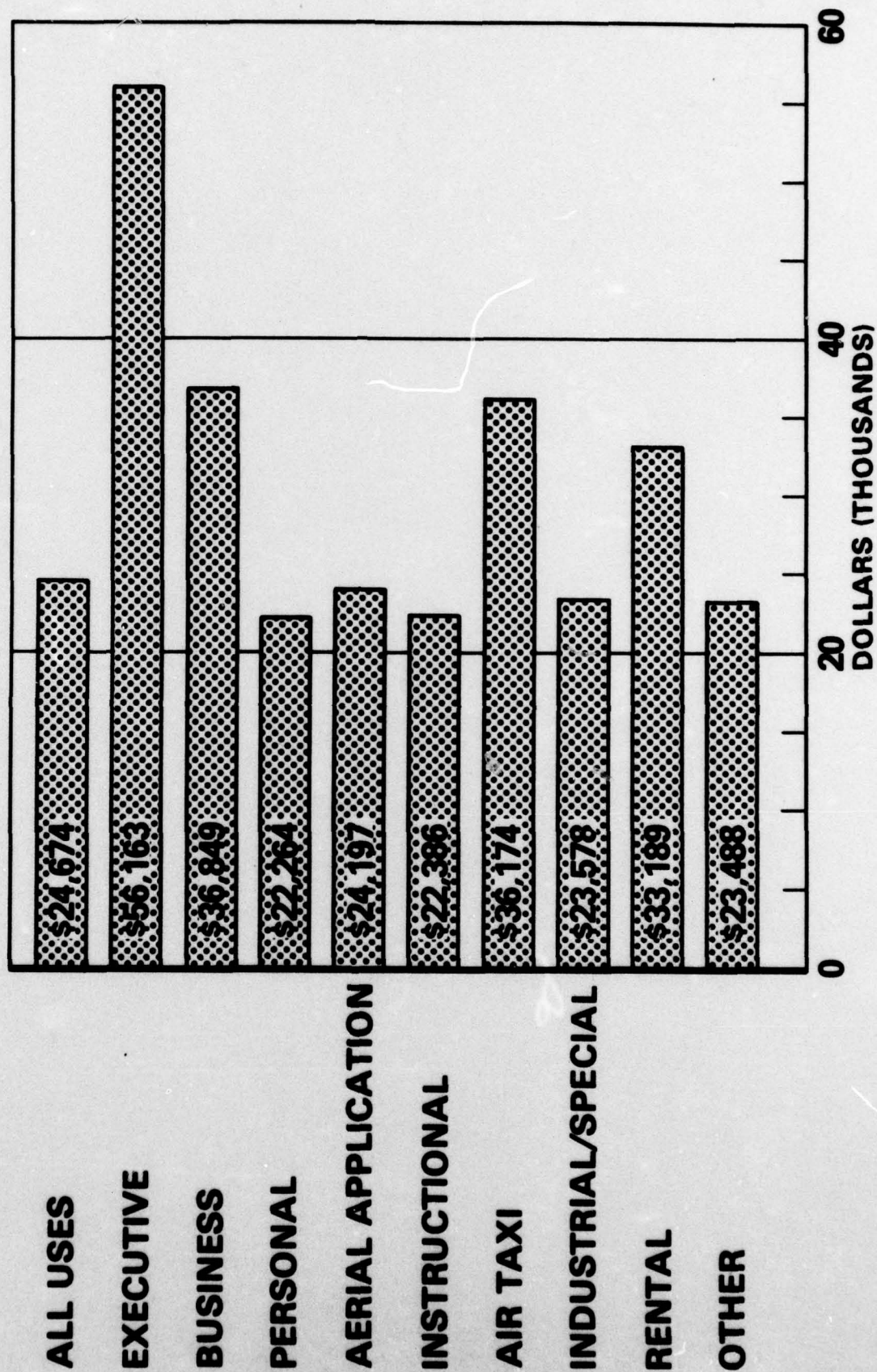


CHART 3-10
MEDIAN NUMBER OF HOURS FLOWN IN 1974 BY TYPE OF OWNER

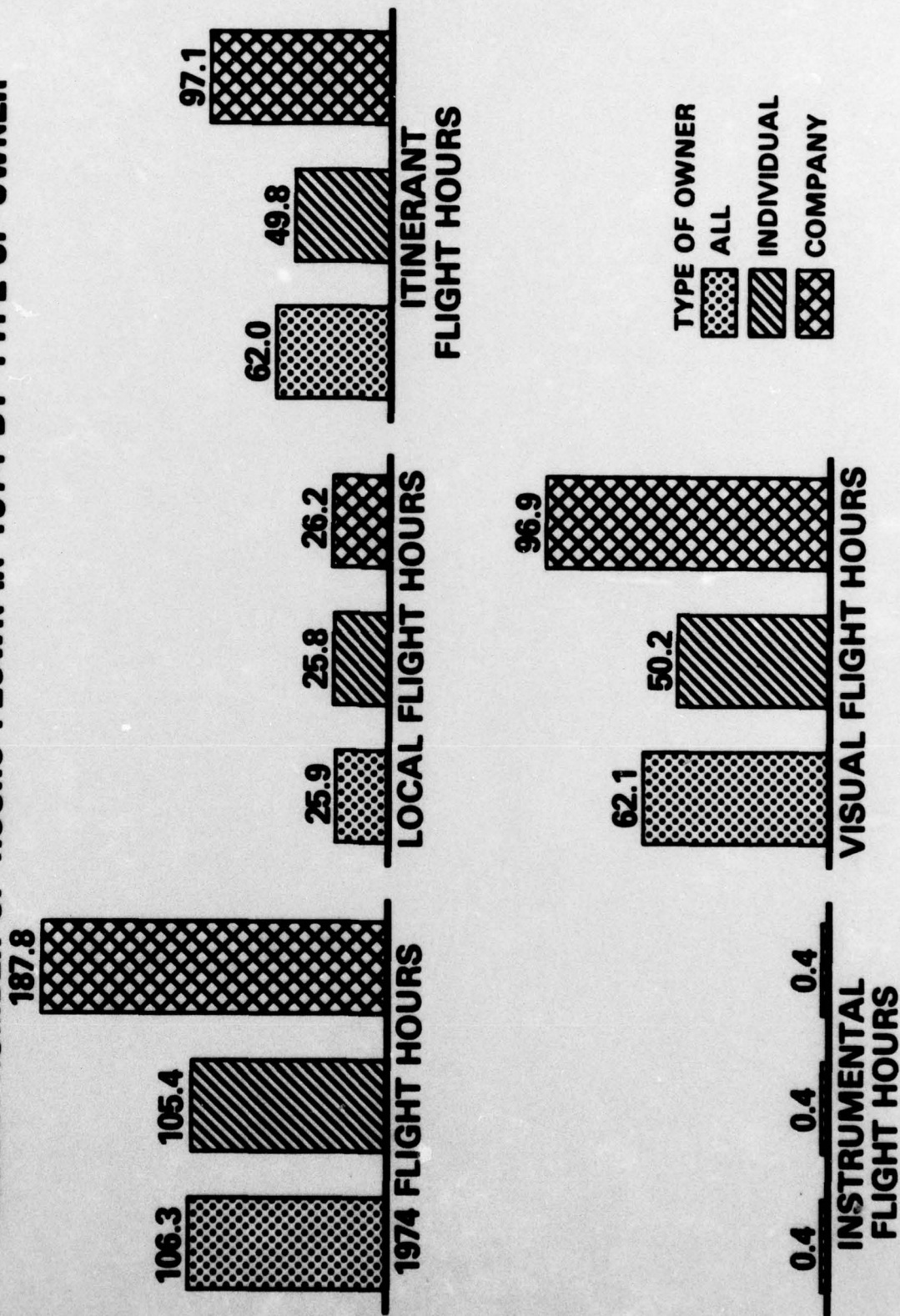
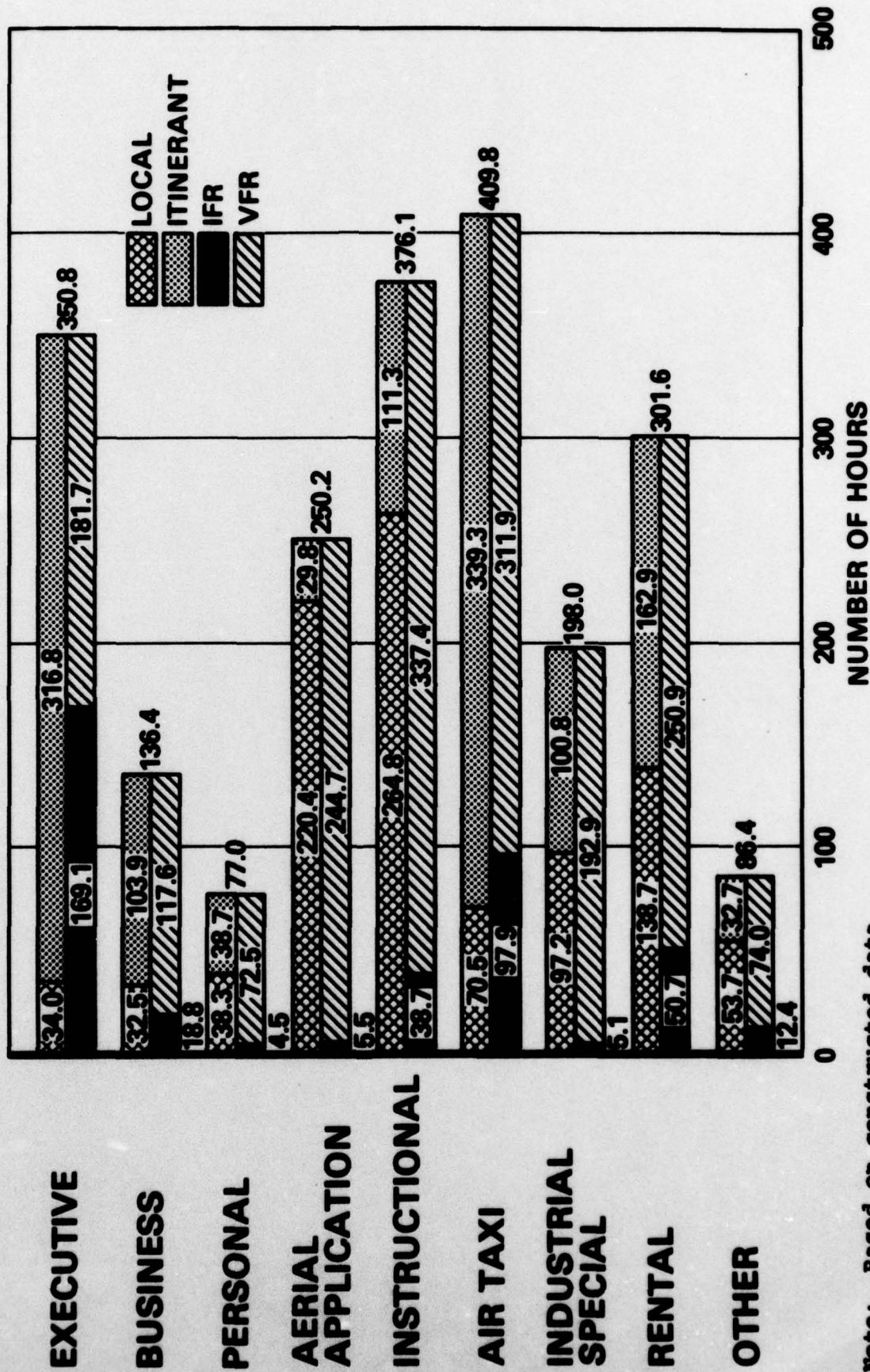


CHART 3-11

MEDIAN NUMBER OF HOURS FLOWN IN 1974 BY PRIMARY USE OF AIRCRAFT



Note: Based on constructed data

CHART 3-12

MEDIAN NUMBER OF HOURS FLOWN IN 1974 BY FAMILY INCOME CATEGORY

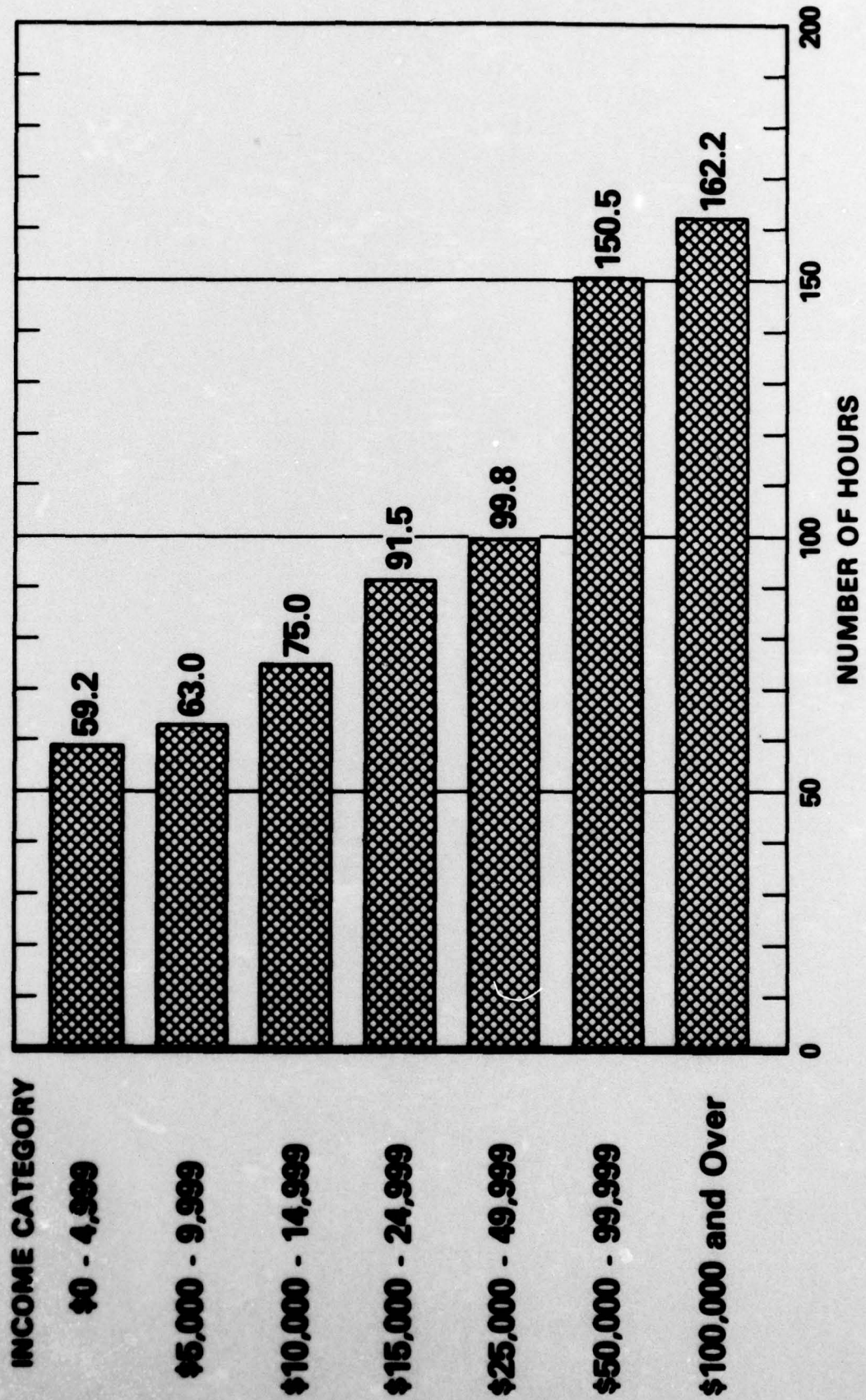


CHART 3-13
MEDIAN NUMBER AND DISTANCE OF CROSS COUNTRY TRIPS
BY PRIMARY USE

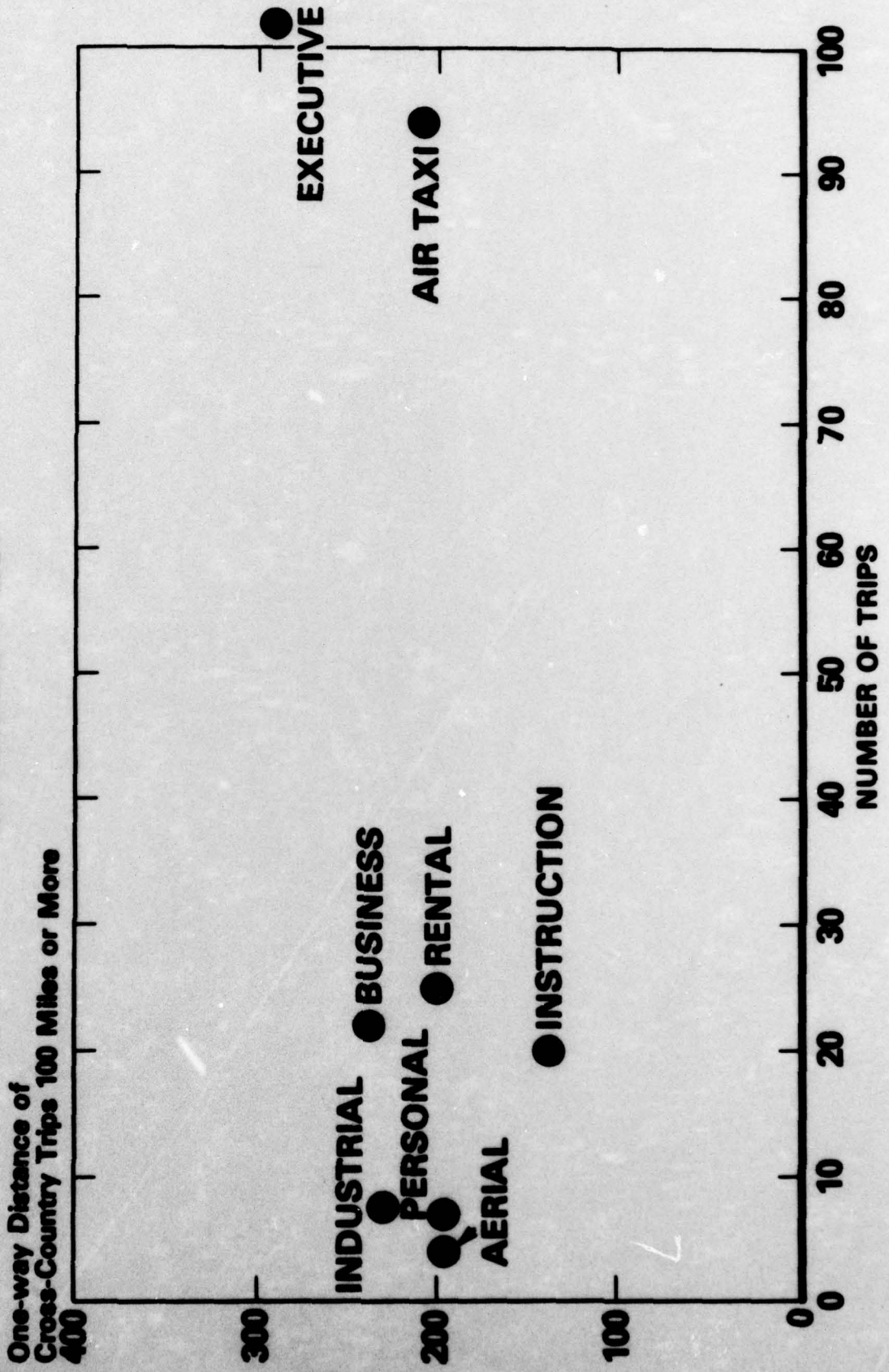


CHART 3-14

PERCENT DISTRIBUTION OF AIRCRAFT BY PRIMARY USE AND YEAR OF MANUFACTURE

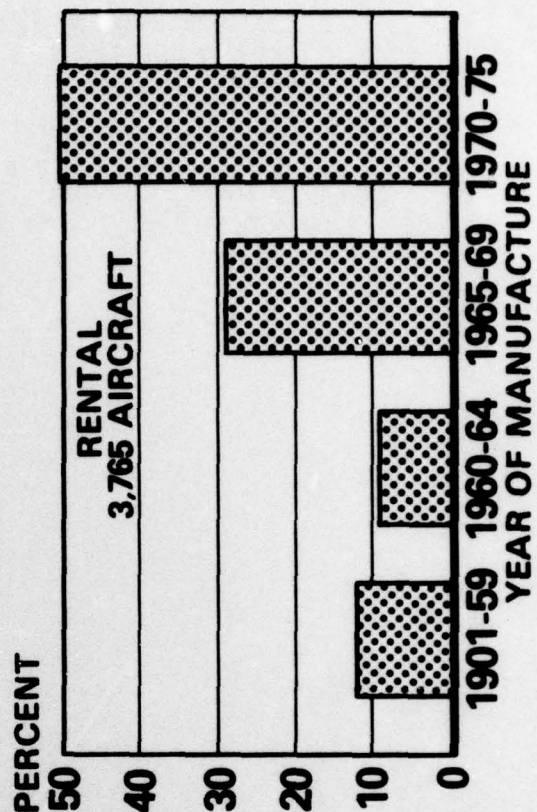
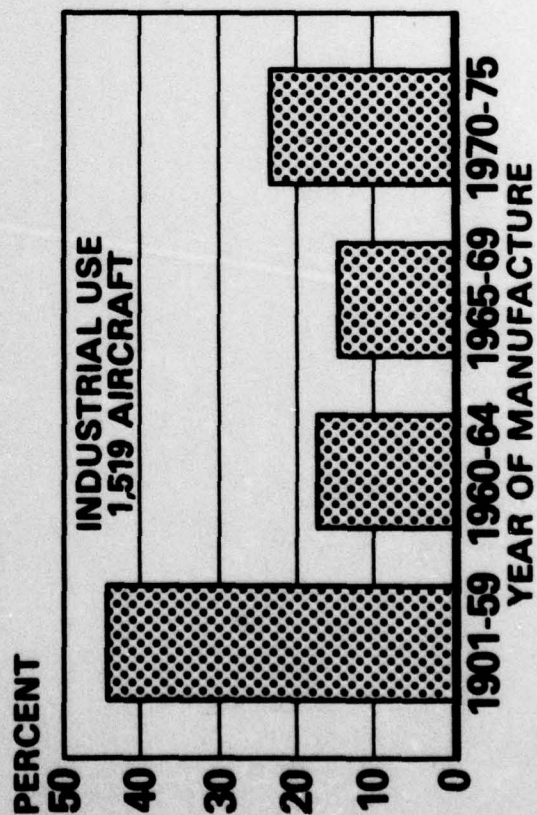
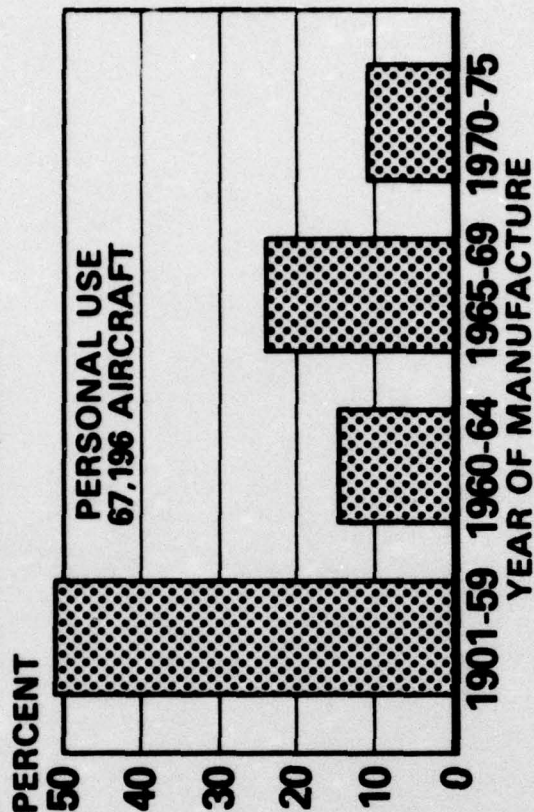
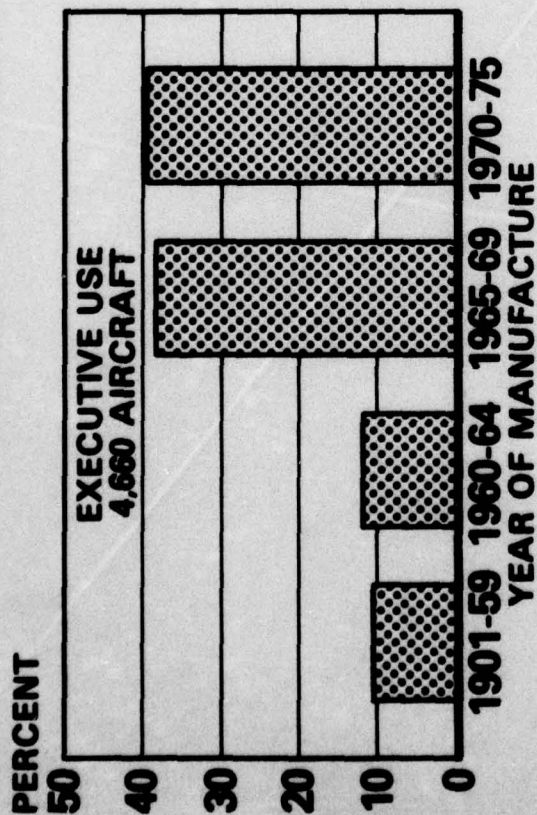
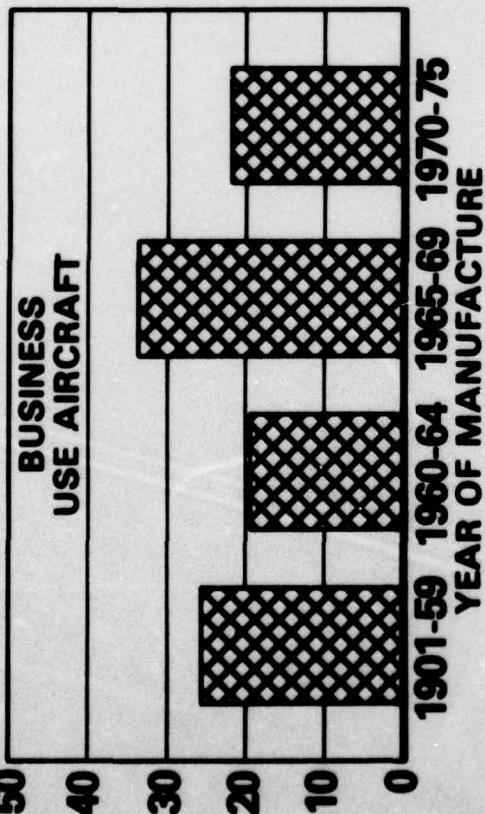


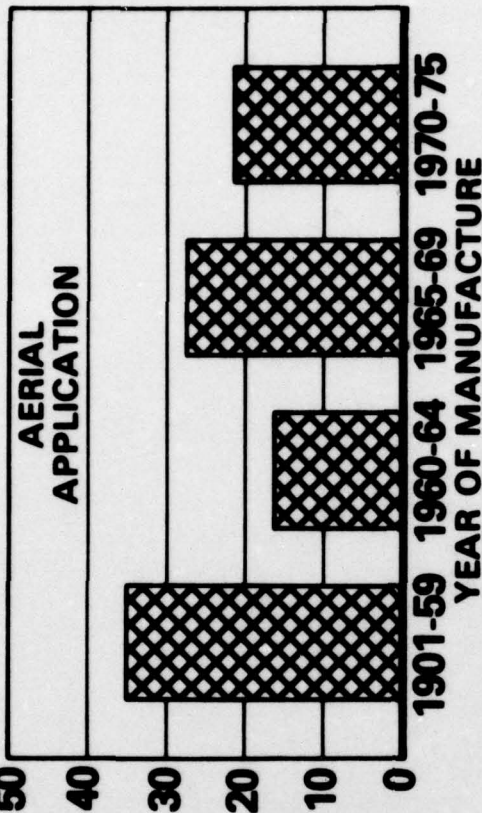
CHART 3-15

PERCENT DISTRIBUTION OF AIRCRAFT BY PRIMARY USE AND YEAR OF MANUFACTURE

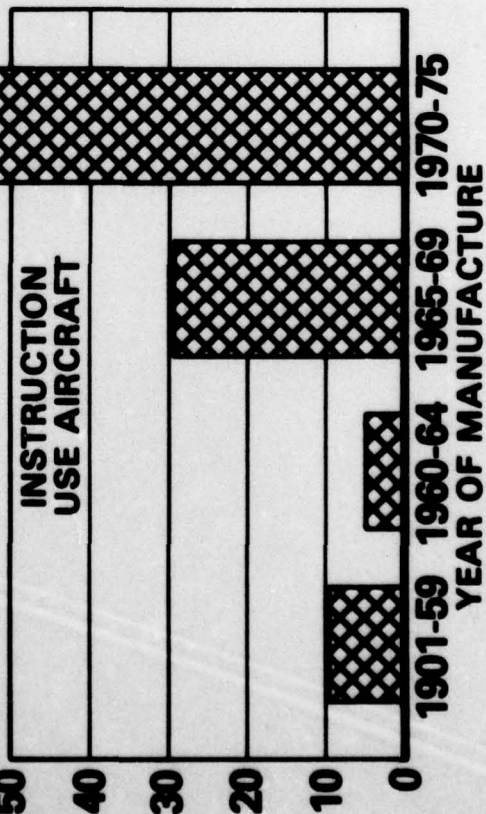
PERCENT



PERCENT



PERCENT



PERCENT

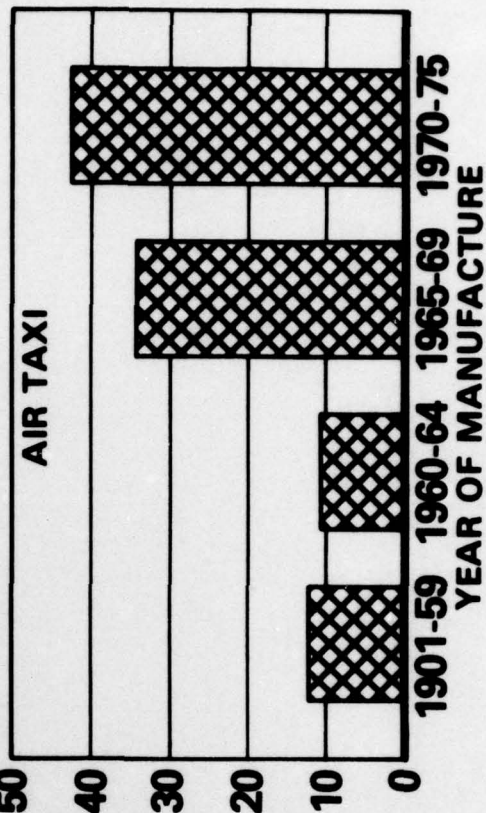


CHART 3-16

PERCENT OF AIRCRAFT IN EACH USER GROUP EQUIPPED WITH AVIONICS: VHF, VOR, ADF AND ILS

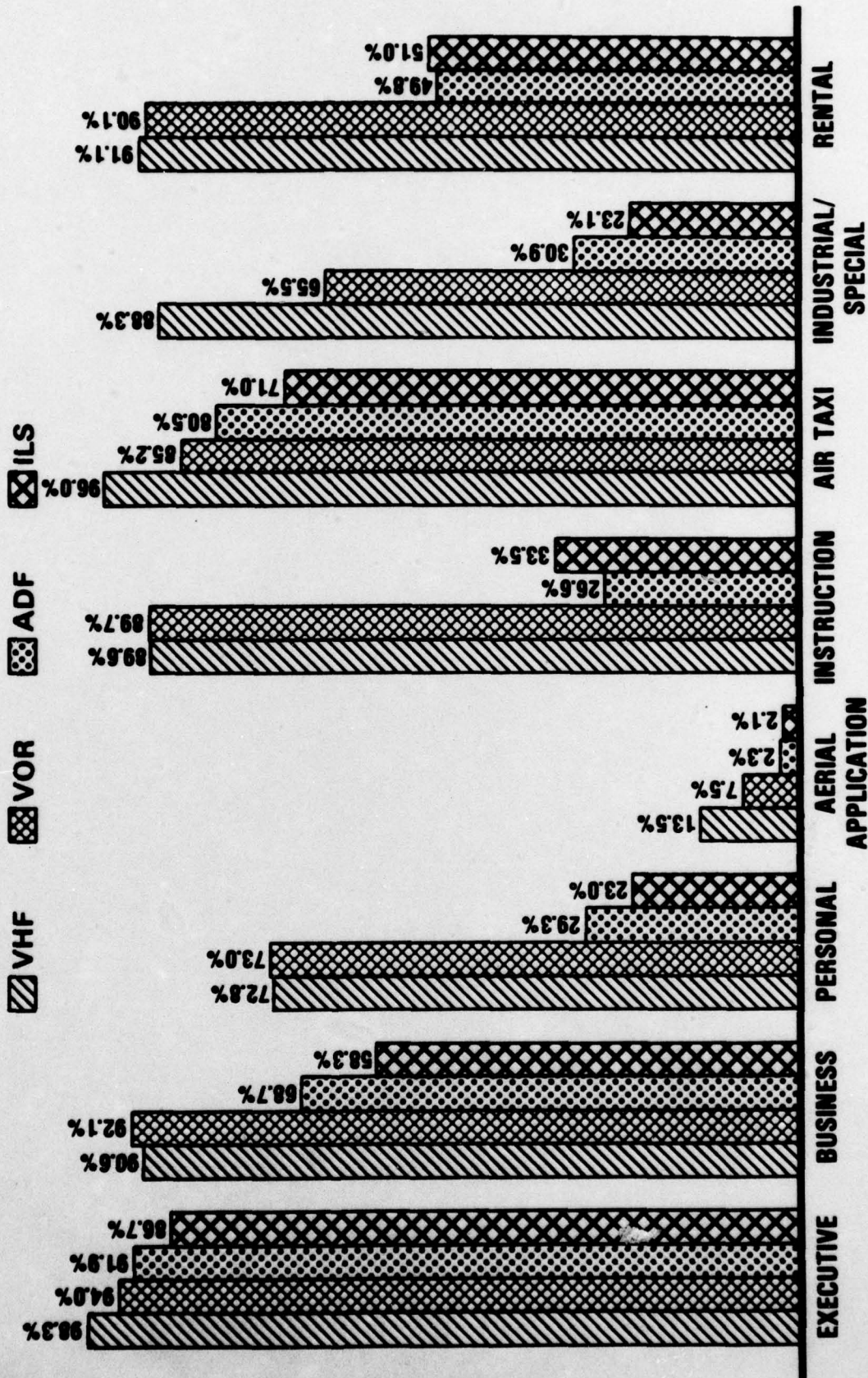

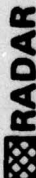
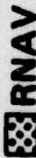
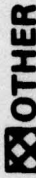
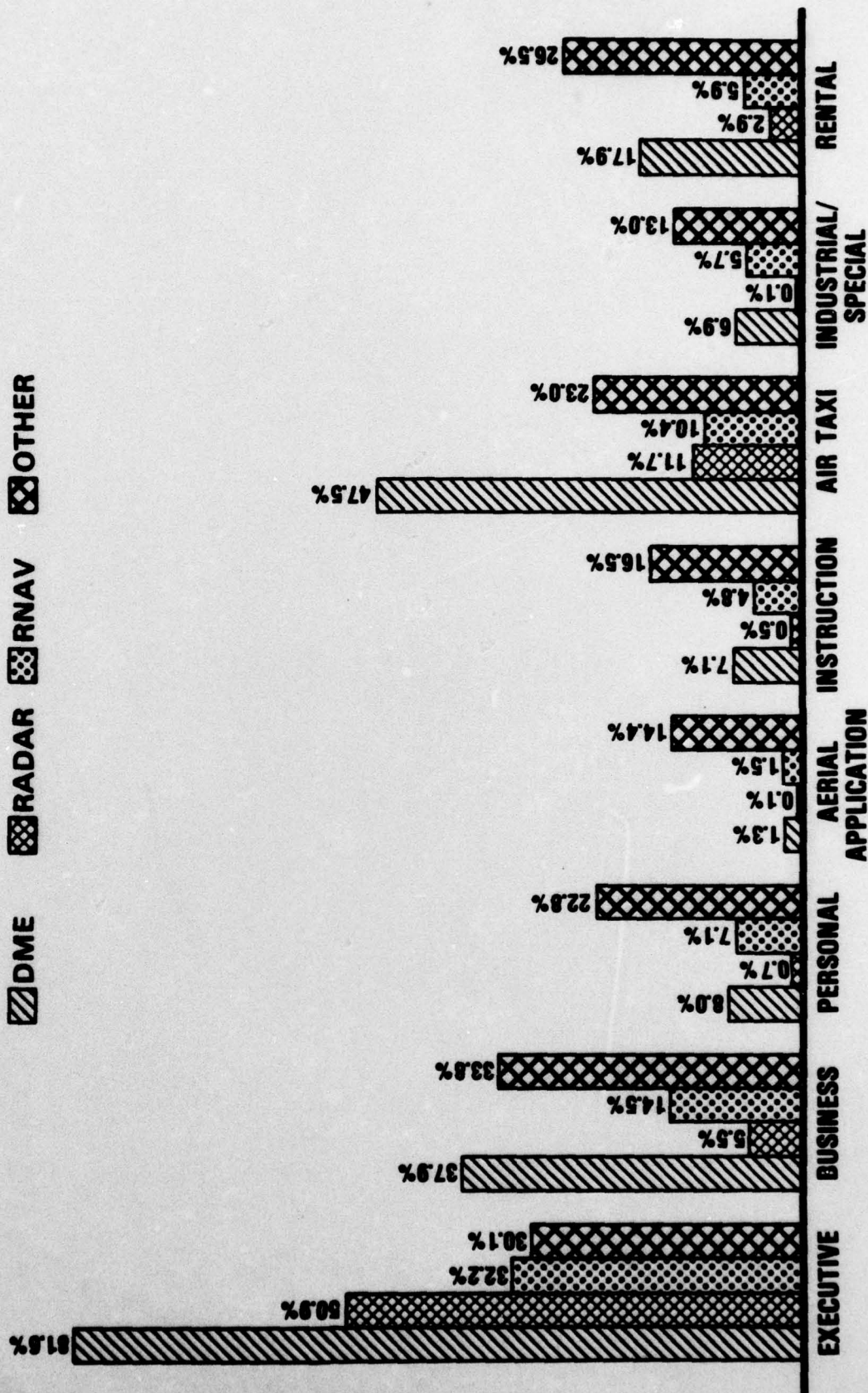


CHART 3-17

PERCENT OF AIRCRAFT IN EACH USER GROUP EQUIPPED WITH AVIONICS: DME, RADAR, RNAV AND OTHER

 DME
  RADAR
  RNAV
  OTHER



APPENDIX

FAA GENERAL AVIATION SURVEY

FORM S-331
(8-9-75)U.S. DEPARTMENT OF COMMERCE
SOCIAL AND ECONOMIC STATISTICS ADMIN.
BUREAU OF THE CENSUS
ACTING AS COLLECTING AGENT FOR
THE FEDERAL AVIATION ADMINISTRATIONFAA GENERAL AVIATION
SURVEY

NOTICE - All information which would permit identification of the individual will be held in strict confidence, will be used only by persons engaged in and for the purposes of the survey, and will not be disclosed or released to others for any purpose.

INTERVIEW INFORMATION

| | | | |
|--|---|--------------------------------------|--|
| a. Respondent's telephone number _____ | | Area code | Number |
| b. Tally of telephone calls 2 | c. Results of telephone calls 3 1 <input type="checkbox"/> Interview 2 <input type="checkbox"/> Refusal 3 <input type="checkbox"/> Unable to locate 4 <input type="checkbox"/> No telephone number available 5 <input type="checkbox"/> Other - Specify _____ | d. Tally of personal visits 4 | e. Results of personal visit 5 1 <input type="checkbox"/> Interview 2 <input type="checkbox"/> Refusal 3 <input type="checkbox"/> Unable to locate 4 <input type="checkbox"/> Other - Specify _____ |

AIRCRAFT ACTIVITY INFORMATION

| | | |
|---|---|---|
| Refer to label - | | 6 |
| 1. Did you own a . . . (manufacturer and model) aircraft, with registration number . . . at any time last year, that is, between January 1, 1974 and December 31, 1974? | 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No - SKIP to Q. 3 | |
| 2. Did you own this aircraft for the entire year of 1974? | 7 3 <input type="checkbox"/> Yes 4 <input type="checkbox"/> No - How long did you own it in 1974? 8 _____ Months | |
| 3. Do you presently own this aircraft? | 9 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No - If "No" in Q.1 and 3, THANK respondent and END INTERVIEW; OTHERWISE CONTINUE | |
| 4. Are (were) you the original owner of this aircraft? | 10 3 <input type="checkbox"/> Yes 4 <input type="checkbox"/> No | |
| Verify if on label; otherwise ask - | | |
| 5. What is the model and year of this aircraft? | 11 _____ Model 12 _____ Year | |
| 6. Is this aircraft presently flyable? | 13 1 <input type="checkbox"/> Yes <input type="checkbox"/> No - What is the status of this aircraft? 2 <input type="checkbox"/> In repair 3 <input type="checkbox"/> Parked and not flyable 4 <input type="checkbox"/> Destroyed or scrapped | |

| | |
|--|---|
| 7. How many engines does (did) this aircraft have? | <div style="border: 1px solid black; padding: 5px;"> <div style="text-align: right; margin-bottom: 5px;">14</div> <div style="text-align: center;">Engines</div> <div style="margin-bottom: 10px;"> <input type="checkbox"/> None - Specify (glider, balloon, etc.) </div> <div style="text-align: center; border-top: 1px solid black; border-bottom: 1px solid black;"> SKIP to Q. 9a </div> </div> |
| 8. What type of engine is (was) this, PISTON, TURBOPROP, or TURBOJET? | <div style="border: 1px solid black; padding: 5px;"> <div style="text-align: right; margin-bottom: 5px;">15</div> <div style="margin-bottom: 5px;">1 <input type="checkbox"/> Piston</div> <div style="margin-bottom: 5px;">2 <input type="checkbox"/> Turboprop</div> <div style="margin-bottom: 5px;">3 <input type="checkbox"/> Turbojet</div> </div> |
| 9a. Does (did) this aircraft have VHF (Very High Frequency) COMMUNICATIONS EQUIPMENT, or ILS (Instrument Landing System) RECEPTION CAPABILITY? | <div style="border: 1px solid black; padding: 5px;"> <div style="text-align: right; margin-bottom: 5px;">16</div> <div style="margin-bottom: 5px;">4 <input type="checkbox"/> Yes</div> <div style="margin-bottom: 5px;">5 <input type="checkbox"/> No - SKIP to Q. 10 </div> </div> |
| b. Which capability does (did) it have? | <div style="border: 1px solid black; padding: 5px;"> <div style="text-align: right; margin-bottom: 5px;">17</div> <div style="margin-bottom: 5px;">6 <input type="checkbox"/> Both</div> <div style="margin-bottom: 5px;">7 <input type="checkbox"/> VHF only</div> <div style="margin-bottom: 5px;">8 <input type="checkbox"/> ILS only </div> </div> |
| 10. Does (did) this aircraft have any of the following navigation equipment - (1) Very High Frequency OMNI-Directional Receiver (VOR)? (2) Distance Measuring Equipment (DME)? (3) Automatic Direction Finder (ADF)? (4) Weather Radar? (5) Area Navigation Equipment? (6) Any other type of navigation equipment? | <div style="border: 1px solid black; padding: 5px;"> <div style="margin-bottom: 5px;"> <div style="text-align: right;">18</div> <div style="display: flex; justify-content: space-between;"> 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No </div> </div> <div style="margin-bottom: 5px;"> <div style="text-align: right;">19</div> <div style="display: flex; justify-content: space-between;"> 3 <input type="checkbox"/> Yes 4 <input type="checkbox"/> No </div> </div> <div style="margin-bottom: 5px;"> <div style="text-align: right;">20</div> <div style="display: flex; justify-content: space-between;"> 5 <input type="checkbox"/> Yes 6 <input type="checkbox"/> No </div> </div> <div style="margin-bottom: 5px;"> <div style="text-align: right;">21</div> <div style="display: flex; justify-content: space-between;"> 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No </div> </div> <div style="margin-bottom: 5px;"> <div style="text-align: right;">22</div> <div style="display: flex; justify-content: space-between;"> 3 <input type="checkbox"/> Yes 4 <input type="checkbox"/> No </div> </div> <div style="margin-bottom: 5px;"> <div style="text-align: right;">23</div> <div style="display: flex; justify-content: space-between;"> 5 <input type="checkbox"/> Yes - Specify 6 <input type="checkbox"/> No </div> </div> <div style="margin-bottom: 5px;"> <div style="text-align: right;">24</div> <div style="display: flex; justify-content: space-between;"> 1 <input type="checkbox"/> _____ RE-ASK (6) </div> </div> </div> |
| 11a. Which of the following flight categories describe the uses made of this aircraft? Is it used - (1) For executive purposes, that is, flown by a professional pilot for the corporation? (2) For business purposes, that is, flown by you or some other individual on business trips? (3) For personal reasons such as for vacations or personal enjoyment? (4) For aerial application? (5) For instruction purposes, that is, teaching someone else to fly? (6) As an air taxi? (7) For industrial or special purposes such as air patrol or aerial photography? (8) As part of an aircraft rental business? (9) For any other purposes? | <div style="border: 1px solid black; padding: 5px;"> <div style="margin-bottom: 5px;"> <div style="text-align: right;">25</div> <div style="display: flex; justify-content: space-between;"> 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No </div> </div> <div style="margin-bottom: 5px;"> <div style="text-align: right;">26</div> <div style="display: flex; justify-content: space-between;"> 3 <input type="checkbox"/> Yes 4 <input type="checkbox"/> No </div> </div> <div style="margin-bottom: 5px;"> <div style="text-align: right;">27</div> <div style="display: flex; justify-content: space-between;"> 5 <input type="checkbox"/> Yes 6 <input type="checkbox"/> No </div> </div> <div style="margin-bottom: 5px;"> <div style="text-align: right;">28</div> <div style="display: flex; justify-content: space-between;"> 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No </div> </div> <div style="margin-bottom: 5px;"> <div style="text-align: right;">29</div> <div style="display: flex; justify-content: space-between;"> 3 <input type="checkbox"/> Yes 4 <input type="checkbox"/> No </div> </div> <div style="margin-bottom: 5px;"> <div style="text-align: right;">30</div> <div style="display: flex; justify-content: space-between;"> 5 <input type="checkbox"/> Yes 6 <input type="checkbox"/> No </div> </div> <div style="margin-bottom: 5px;"> <div style="text-align: right;">31</div> <div style="display: flex; justify-content: space-between;"> 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No </div> </div> <div style="margin-bottom: 5px;"> <div style="text-align: right;">32</div> <div style="display: flex; justify-content: space-between;"> 3 <input type="checkbox"/> Yes 4 <input type="checkbox"/> No </div> </div> <div style="margin-bottom: 5px;"> <div style="text-align: right;">33</div> <div style="display: flex; justify-content: space-between;"> 5 <input type="checkbox"/> Yes 6 <input type="checkbox"/> No </div> </div> </div> |
| Ask if more than one "Yes" entry in Q. 11a; otherwise skip to Q. 12. b. Which of these categories - (Read "Yes" entries) would best describe the primary use made of this aircraft? (Mark only one) | <div style="border: 1px solid black; padding: 5px;"> <div style="text-align: right; margin-bottom: 5px;">34</div> <div style="margin-bottom: 5px;">1 <input type="checkbox"/> Executive</div> <div style="margin-bottom: 5px;">2 <input type="checkbox"/> Business</div> <div style="margin-bottom: 5px;">3 <input type="checkbox"/> Personal</div> <div style="margin-bottom: 5px;">4 <input type="checkbox"/> Aerial application</div> <div style="margin-bottom: 5px;">5 <input type="checkbox"/> Instruction</div> <div style="margin-bottom: 5px;">6 <input type="checkbox"/> Air taxi</div> <div style="margin-bottom: 5px;">7 <input type="checkbox"/> Industrial/special</div> <div style="margin-bottom: 5px;">8 <input type="checkbox"/> Aircraft rental business</div> <div style="margin-bottom: 5px;">9 <input type="checkbox"/> Other </div> </div> |

| | | |
|---|-----------|---|
| 12. How many TOTAL hours has this aircraft EVER been flown? Include all hours EVER flown, regardless of aircraft owner or pilot. | 35 | _____ Hours |
| 13. How many TOTAL hours was this aircraft flown in 1974? | 36 | _____ Hours o <input type="checkbox"/> Not flown } SKIP to Q. 17 x <input type="checkbox"/> DK |
| 14. Of those total hours in 1974, how many hours was the aircraft used in LOCAL FLYING, that is, taking off and landing at the SAME airport? | 37 | _____ Hours o <input type="checkbox"/> None |
| 15a. In 1974, how many hours was the aircraft used in ITINERANT FLYING, that is, taking off from one airport and landing at a DIFFERENT airport? | 38 | _____ Hours o <input type="checkbox"/> None - SKIP to Q. 17 |
| b. How many of these ITINERANT flight hours were flown under INSTRUMENT FLIGHT RULES? | 39 | _____ Hours o <input type="checkbox"/> None |
| c. How many of these ITINERANT flight hours were flown under VISUAL FLIGHT RULES? | 40 | _____ Hours o <input type="checkbox"/> None |
| 16a. Was this aircraft used to make any CROSS-COUNTRY trips in 1974, that is, trips of 100 MILES or more? | 41 | 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No -- SKIP to Q. 17 |
| b. How many CROSS-COUNTRY trips were made? | 42 | _____ Trips |
| c. What was the average one-way distance (in miles) of these trips? | 43 | _____ Miles |
| 17. Is this aircraft parked or hangared at the airport located nearest to you, that is, to your residence or place of work? | 44 | 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No |
| 18a. What are your reasons for choosing the airport at which this aircraft is presently parked? Was it for - | | |
| (1) Convenience - proximity to home or work? | 45 | 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No |
| (2) Quality of fixed base operator? | 46 | 3 <input type="checkbox"/> Yes 4 <input type="checkbox"/> No |
| (3) Price considerations - costs? | 47 | 5 <input type="checkbox"/> Yes 6 <input type="checkbox"/> No |
| (4) Only available airport - due to your location? | 48 | 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No |
| (5) Operational requirement - due to type of aircraft (e.g., longer runway for jet aircraft)? | 49 | 3 <input type="checkbox"/> Yes 4 <input type="checkbox"/> No |
| (6) Quality of airport - tower, weather capability, etc.? | 50 | 5 <input type="checkbox"/> Yes 6 <input type="checkbox"/> No |
| (7) Purchased aircraft at that airport? | 51 | 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No |
| (8) Any other reason? | 52 | 3 <input type="checkbox"/> Other - Specify _____ |
| Ask if more than one "Yes" entry in Q. 18a; otherwise skip to Q. 19. | 53 | |
| b. Which of these reasons - (Read "Yes" entries) would best describe the primary reason you chose your present airport? (Mark only one) | | 1 <input type="checkbox"/> Convenience 2 <input type="checkbox"/> Quality of fixed base operator 3 <input type="checkbox"/> Price considerations 4 <input type="checkbox"/> Only available airport 5 <input type="checkbox"/> Operational requirement 6 <input type="checkbox"/> Quality of airport 7 <input type="checkbox"/> Purchased at airport 8 <input type="checkbox"/> Other |

| | |
|---|--|
| 19. Do you (does your company) own any other aircraft, besides this one? | <div style="border: 1px solid black; padding: 2px; display: inline-block;">54</div> 1 <input type="checkbox"/> Yes 2 <input checked="" type="checkbox"/> No How many other aircraft do you (does your company) own? <div style="border: 1px solid black; padding: 2px; display: inline-block;">55</div> _____ |
| <div style="border: 1px solid black; padding: 5px; display: inline-block; width: 150px;"> INTERVIEWER CHECK </div> | <div style="border: 1px solid black; padding: 2px; display: inline-block;">56</div> 1 <input type="checkbox"/> Aircraft is owned by an individual - ASK 20a 2 <input type="checkbox"/> Aircraft is owned by a company, partnership, or corporation - ASK 22a |
| AIRCRAFT OWNER INFORMATION | |
| 20a. For whom did you work most of the time in 1974? Name of company, business, organization or other employer | Employer |
| b. What kind of business or industry is this? For example, TV or radio manufacturing, retail shoe store, State Labor Department, farm | <div style="border: 1px solid black; padding: 2px; display: inline-block;">57</div> Industry |
| c. What kind of work did you do? For example, farmer, electrical engineer, stock clerk | <div style="border: 1px solid black; padding: 2px; display: inline-block;">58</div> Occupation |
| d. What were your most important activities or duties? For example, keeps account books, sells cars, operates printing press | Duties |
| 21. Which of the following categories represents your total combined family income for the past 12 months? Include income from all sources such as wages, salaries, net income from a business or farm, pensions, dividends, interest, rent, and any other money income received by the members of this family. | <div style="border: 1px solid black; padding: 2px; display: inline-block;">59</div> Is it? 1 <input type="checkbox"/> 0 to \$4,999 2 <input type="checkbox"/> \$ 5,000 to \$ 9,999 3 <input type="checkbox"/> 10,000 to 14,999 4 <input type="checkbox"/> 15,000 to 24,999 5 <input type="checkbox"/> 25,000 to 49,999 6 <input type="checkbox"/> 50,000 to 99,999 7 <input type="checkbox"/> 100,000 or more |
| } THANK RESPONDENT and END INTERVIEW | |
| 22a. What is the name of the company that owns this aircraft? | Name of company |
| b. What kind of business or industry is this? For example, TV or radio manufacturing, retail shoe store, State Labor Department, farm | <div style="border: 1px solid black; padding: 2px; display: inline-block;">60</div> Industry |
| THANK RESPONDENT AND END INTERVIEW | |
| Notes | |